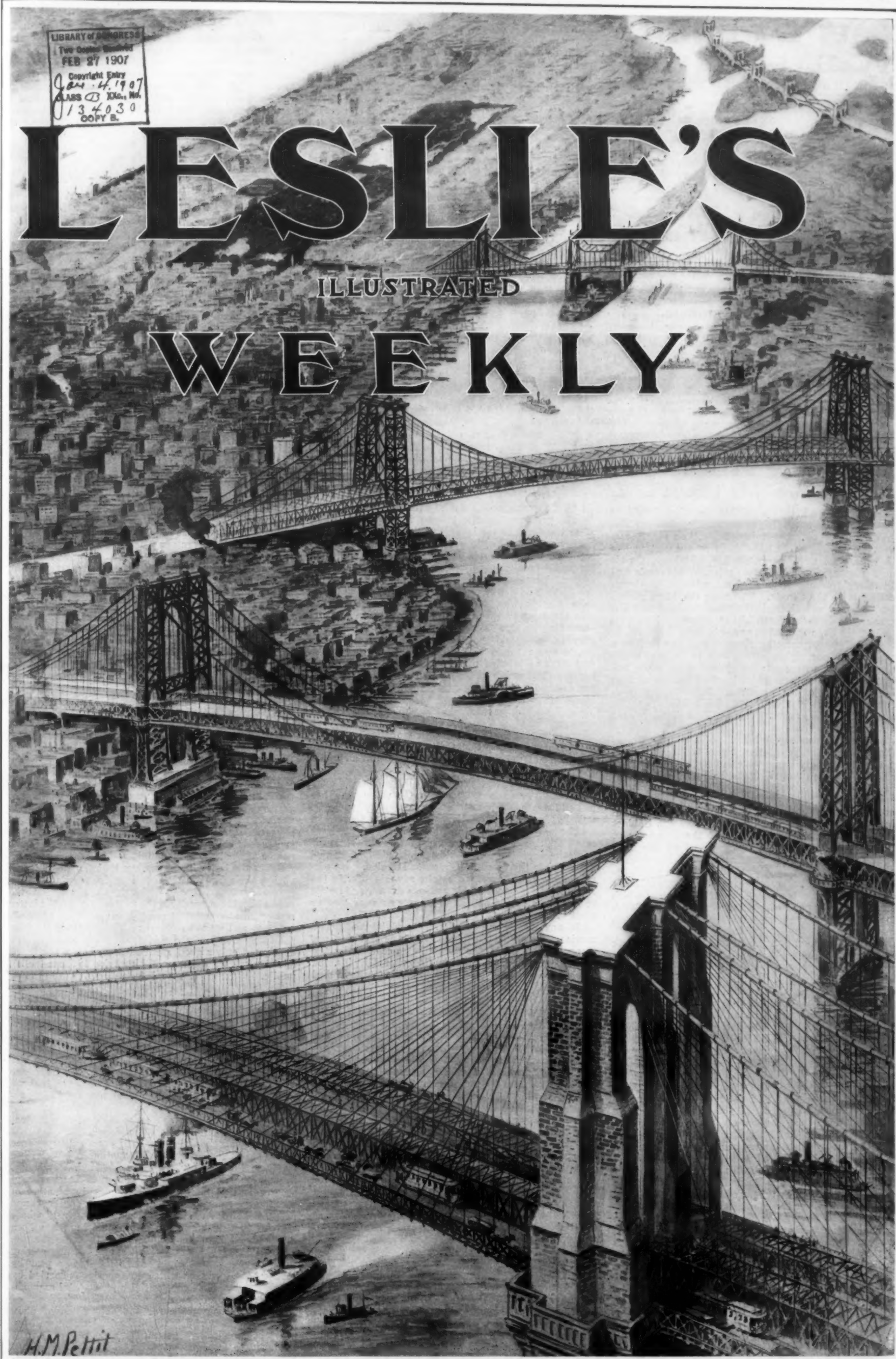


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LESLIE'S

ILLUSTRATED

WEEKLY



NEW YORK TO BE A CITY OF MANY GREAT BRIDGES.

FIVE OF THE IMPORTANT VIADUCTS THAT WILL EVENTUALLY SPAN THE EAST RIVER, SOLVING SOME OF THE SERIOUS TRANSPORTATION PROBLEMS OF THE METROPOLIS.—*Drawn for Leslie's Weekly by H. M. Pettit. See page 198.*

From foreground to background: Brooklyn Bridge (operated since 1883); Manhattan Bridge (in course of construction); Williamsburg Bridge (in operation); Blackwell's Island Bridge (now being built); Pennsylvania Railroad Bridge (projected).

LESLIE'S WEEKLY

ILLUSTRATED

(THE OLDEST ILLUSTRATED WEEKLY IN THE UNITED STATES)

Vol. CIV. No. 2686

PUBLISHED BY THE JUDGE COMPANY, 225 FOURTH AVE.
CABLE ADDRESS, "JUDGARK." TEL. 2214 GRAMERCY.

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Entered at the Post-Office at New York as Second-Class Mail Matter.

WESTERN ADVERTISING OFFICE
1136-7 MARQUETTE BUILDING, CHICAGO, ILL.
EUROPEAN SALES-AGENTS: The International News Company, Bream's
Building, Chancery Lane, E. C., London, England; Saabach's
News Exchange, Mainz, Germany, and Milan, Italy;
Brentano's, Paris, France.

SUBSCRIPTION RATES
Ten Cents per Copy. Foreign Countries in
Postal Union, \$5.50.

Postage free to all subscribers in the United States, and in Hawaii,
Porto Rico, the Philippine Islands, Guam, Tutuila, Samoa, Canada, and
Mexico. Subscriptions payable in advance by draft on New York, or by
express or postal order, not by local checks, which, under present banking
regulations of New York, are at a discount in that city.

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LESLIE'S WEEKLY should always be asked to pro-
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would be under obligations if that fact be promptly reported on postal
card, or by letter.

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Thursday, February 28, 1907

Presidents Who Have Dictated Laws.

SENATOR RAYNER says that no other President
ever did so much "to accomplish legislation which
he desires, or to prevent legislation," as Mr. Roose-
velt has done. Others have made or are making like
charges. All of these critics are mistaken. On his
own responsibility Jefferson rejected Monroe's and
Pinckney's treaty with England, without communi-
cating it to the Senate. The same President pushed
his embargo act through Congress, without any dis-
cussion or deliberation in either branch, which pro-
hibited the departure of our vessels from our ports, in
the vain hope of coercing England and France into a
respect for our rights as neutrals in the war which
these countries were waging against each other, but
which dealt an immeasurably heavier blow to us than
it did to either of those nations. Jefferson did these
things in 1807. Neither in 1907 nor in any other year
has Jefferson's present successor gone so far toward
abolishing Congress.

When Jackson began his assaults on the United
States Bank, that institution had a large majority of
Congress, strongly Democratic in both branches, on its
side, and it was favored by the bulk of the American
people. But he coerced most of his own party into
reversing its attitude, and overthrew the bank, but in
overthrowing it he was obliged to transfer one un-
willing head of the treasury to a different Cabinet
post, and to turn the next head of the treasury out.
Incidentally Jackson's autocracy forced all the anti-
Jackson elements (Democratic, National Republican,
Anti-Masonic, and others) into the coalition which be-
came the Whig party. Incidentally, also, Jackson's
overthrow of the bank was one of the factors which
precipitated the panic of 1837, one of the most calami-
tous financial convulsions which the United States has
seen.

Just after the annexation of Texas, President Polk
sent General Zachary Taylor and his little army to
occupy the disputed territory between the Nueces
River and the Rio Grande, which Mexico claimed. He
thus intentionally goaded Mexico into attacking Taylor,
compelled Congress to raise an army and appropriate
money to support Taylor, and forced the country into
war against the will of a large majority of the American
people. Pierce put the army and the entire influence
of his administration at the service of the pro-slavery
minority in Kansas Territory, from the organization
of the Territory in 1854 to his retirement from the
White House in 1857. Buchanan, Pierce's successor,
threw the whole weight of the national government
into the crusade to force the pro-slavery Lecompton
constitution upon the anti-slavery majority of the peo-
ple of the Territory of Kansas, and thus provoked the
revolt of Douglas and a large section of the Northern
Democracy, which resulted in the split in the Demo-
cratic party in the Charlestown national convention of
1860. Thus Pierce's and Buchanan's absolutism aided
in precipitating the Civil War of 1861-65, with its in-
numerable woes for the country.

Here are a few instances of presidential dictation
by members of the strict constructionist party which
are respectfully called to the attention of the critics
of the present occupant of the White House. No act
during Mr. Roosevelt's five and a half years at the
head of the government has been quite so autocratic
as were some of the deeds perpetrated by these Dem-
ocratic Presidents.

Lo, the Rich Indian!

THE FACT that the Indians of the Indian Territory
become citizens through the statehood act which
merges them with Oklahoma will give especial interest
to the annual report of the Commissioner of Indian

Affairs, Francis E. Leupp, which has just been made
public. This shows that, contrary to the general
opinion, the red man is getting both rich and numer-
ous. In round figures, there are 284,000 Indians in
the United States at the present time, 91,000 of whom
are in Indian Territory and 15,000 in Oklahoma, or
106,000 in the coming State. Those of Indian Terri-
tory, the five civilized tribes—Cherokees, Creeks,
Choctaws, Chickasaws, and Seminoles—have been
managing their own affairs for two-thirds of a cen-
tury, and are in all respects fitted for the citizenship
which they are soon to exercise. All of these, and
nearly all of those in the Oklahoma end of the coming
State, wear civilized dress, and have schools, churches,
and the other accompaniments of civilization.

Of the 193,000 Indians outside of Indian Territory,
116,000 wear civilized dress, 70,000 speak the lan-
guage, and 38,000 are members of regularly estab-
lished churches. They have \$35,000,000 in the United
States treasury, on which they get \$1,725,000 interest
every year, and under treaties the government pays
them annually \$750,000 more. The per capita wealth
among the Indians is much greater than the \$1,400
which represents the share of the rest of the 85,000,-
000 people in the \$116,000,000,000 of available prop-
erty in the United States. The 2,000 Osages in Okla-
homa are the richest community on the face of the
globe, and they are getting richer.

Not more than 60,000 of the 284,000 Indians are
full-bloods, and the number is steadily decreasing,
while that of the mixed breeds is rapidly on the in-
crease. More than a third of the 91,000 members of
the five civilized tribes would pass for white men on
the streets of New York, Boston, or any other town.
The full-blooded Indian will soon be as extinct as his
associate of the old halcyon days, the buffalo, which
once swarmed over the plains in droves of millions.

The Lesson of a Death.

IT IS a commentary on the injustice too often done by
the press and public to men in official life that,
after the death of the late Governor Higgins, the very
newspapers that had been criticising him were first to
lay their laurels on his tomb. Governor Hughes, in
his public proclamation, spoke in well-deserved praise
of the eight consecutive years of faithful service in
the State senate rendered by Mr. Higgins, and paid a
tribute to his nobility of character, sagacity, and con-
scientiousness in the discharge of every duty. Gov-
ernor Hughes also referred feelingly to the honesty of
purpose, painstaking fidelity, and notable achieve-
ments and reforms of Governor Higgins, and to the
fact that he labored under the disability of impaired
health. The words of Governor Hughes deserve to be
remembered: "No soldier on the battle-field ever ex-
hibited greater heroism than was his when, at the
peril of his life, he made his last public appearance to
discharge what he conceived to be his public duty on
the occasion of his successor's inauguration. He was
a man of the highest integrity, and he has left to
the people of the State the fresh memory of a charac-
ter without blemish."

With the greatest propriety, all the splendid eulo-
gies now pronounced upon the Governor who has
passed away could have been properly said while he
still lived. Why were they withheld by those who
sought only to criticize and to condemn? We have
often said that, in all the record of this State, no ad-
ministration, in the light of history, would be regarded
more highly than that of Governor Higgins. He sac-
rificed his health, and we might say his life, to the
faithful performance of his arduous duties, and he did
so uncomplainingly and as heroically as ever martyr
went to his fate.

If anything were calculated to make the public
service offensive to those best qualified to fill places of
responsibility, it is the treatment accorded by the
muck-rakers to such men as Governor Higgins. If
his death will teach this lesson, he will not have died
in vain.

Problems for Governor Hughes.

THE GOVERNOR of New York fills a unique place.
The Governor of every other State has compara-
tively an easy task. The greatest problems of our day
are social and economic, rather than political. Many
of them rise from the congestion of the masses in our
cities. The largest city on our continent is New York,
and nearly half of the State's population is massed at
the southeast corner of the State. How shall the vi-
cious and criminal classes, that always find refuge and
opportunity in great cities, be controlled? How shall
the vast army of honest and deserving bread-winners be
given the safety and conveniences of local transit,
sanitation for their crowded tenements, education for
their children, protection from evil influences, and—a
matter of the greatest consequence to all the State—
how shall we meet the dangers arising from corrupt
election practices in this great city such as, in one in-
stance, changed the honest result of a presidential con-
test.

It is well at this time that a resident of New
York City, conversant with its needs, and able and
willing to grapple with its gravest problems, has been
chosen as the chief executive. And it is for all who
know how difficult is his task to pledge him their ear-
nest support in every effort to right the wrongs and
correct the abuses in city or in State; to differentiate
between the real needs of the people and imaginary
ones created by self-seeking demagogues; to listen pa-
tiently to those who seek relief from the abuses of cor-
porations and capital, but with equal patience to listen

to the latter when they are unjustly assailed by those
who have no respect for vested rights, or by those who
are carried away by the muck-rakers of these hyster-
ical times. Having behind him the powerful support
of the people who elected him, Mr. Hughes has an op-
portunity to carry out not the sham programme of
demagogues, but the real programme of high-minded
and honest men. We know by the record that, great
as is the task, it is in the hands of one who has clearly
demonstrated abundant ability to meet it with the un-
wavering courage and unyielding integrity which
always deserve and command success.

The Plain Truth.

NEVER IN the history of musical art has a man of
recognized ability so degraded his genius as did
Richard Strauss when he composed the music for the
operatic representation of Oscar Wilde's "Salome."
The drama itself is immeasurably, loathsomely, and un-
naturally sensual. Strauss's operatic version of it in-
tensifies its morbid and revolting rottenness. Its appeal
is to imaginations fiendishly and indescribably dis-
eased. To put it on the stage of the Metropolitan
Opera House was a crime not only against decency and
morality, but against nature. That the directors have
forbidden its further representation there is to their
lasting credit. No community can tolerate it without
shame and contamination. Let Manager Conried re-
member his lesson. The Metropolitan Opera House
should not be confounded with Central Park's monkey-
house.

PRESIDENT MCCREA, of the Pennsylvania Rail-
road, has acted wisely and commendably in
raising the age limit at which men may enter
the employ of his company from thirty-five to
forty years. There was never a more senseless
notion than that which would limit the age
of efficient service to sixty or even sixty-five. Many
of the strongest men in public and business life are
over sixty, and some of them are beyond seventy.
Farragut was sixty at the beginning of the Civil War,
and Oyama was over sixty-three at the outbreak of
the war between Japan and Russia. Haydn wrote his
oratorio of "The Creation" after he was sixty-seven,
Goethe finished his "Faust" at eighty-two, and Hum-
boldt his "Cosmos" at seventy-six. Among grand old
men in the annals of American statesmanship it is suf-
ficient to mention the names of George F. Hoar, John
Quincy Adams, and Thaddeus Stevens. Henry Ward
Beecher never preached better than in the last year of
his life. J. Pierpont Morgan and H. H. Rogers, both
over sixty, do not yet begin to show signs of senility,
and Mark Twain is still "cutting up," though past
seventy.

THE railroads of the United States appear to be go-
ing out of politics. At least, our good friend,
Vice-president Timothy Byrnes, of the New Haven
road, said as much in addressing the Danbury (Conn.)
Business Men's Association recently. He declared
that President Mellen, of the New Haven, had adopted
the right course, namely, of going to the Legisla-
ture, telling what his road wanted, and, if it was not
granted, of settling down and accepting the result as
the will of the people. This is the right course to
pursue. Heretofore, too often railroads have been
compelled to buy their legislation. The uprising of the
people against the maladministration of corporations
justifies the latter in demanding that the people shall
purify their Legislatures and make public office a
public trust. Mr. Byrnes is also right in stating that the
public should not condemn the railroads when the latter
render unsatisfactory service, but should go to head-
quarters and make their complaints and see if they are
not fairly and justly considered. Mr. Byrnes is evi-
dently not only a good railroad man, but a first-class
adviser, and we recommend his advice to the traveling
public.

THE House Committee on Post-offices has done well
in rejecting the oppressive, absurd, and arbitrary
sections of the post-office appropriation bill which in-
volved inquisition into the circulation lists of news-
papers and prescribed minutely the proportion of ad-
vertising which they should carry, the quality of paper
which they should use, etc. The New York Tribune
justly characterizes such meddling government su-
pervision as reforming zeal which has outrun discre-
tion. This is not Russia, but a free country. The
special postal commission's suggestion that a perma-
nent postal commission be established, one of whose
three members should be a man of practical experience
in the publishing business, and another a lawyer, has
merit, and it is to be hoped that it may be embodied
in future legislation. With such men in charge of
second-class postal affairs we should see no more of
the foolish rulings of Madden, the ex-engineer and
present Third Assistant Postmaster-General, whose
activity in devising trouble for publishers has been
matched only by the tardiness of his colleague, the
Second Assistant Postmaster-General, in discovering
that the government could save \$10,000,000 a year by
revising the terms on which mail matter is carried by
the railroads. This substantial cut in postal expendi-
tures is largely due to Representative Murdock, of
Kansas, to whose work for the application of plain
horse-sense to the business of the department we have
previously called attention. It should also have a
tendency to close the mouths of those officials who
have been attributing the postal deficit to the govern-
ment's legitimate concessions to the great and con-
tinually growing publishing business of the country.

PEOPLE TALKED ABOUT

SOCIALISM has spread so widely in this country that not only has it a host of adherents among the masses, but also it has infected to a noticeable extent the professors and students in our colleges and universities. The sane and level-headed element in the community, which abhors this sort of radicalism, has therefore been greatly rejoiced by the advent here of the distinguished English writer and economist, W. H. Mallock, who has come to this country to combat the theories of the socialists. Mr. Mallock's visit was arranged in co-operation with the lecture



W. H. MALLOCK,
The eminent English economist now
in this country lecturing against
Socialism.—Pictorial News Co.

and publication bureau of the National Civic Federation, of which President Butler, of Columbia University, is a prominent member. As was fitting, his first lectures in America on the subject of socialism were delivered at Columbia, where they doubtless made a deep impression. Mr. Mallock believes that socialism is wrong at the root, though some of its principles are sound. Its good principles, he maintains, are allied to means which rob them of worth and make them impractical. He attributes the severe set-back which the Socialists experienced in the late election in Germany largely to the wave of prosperity which has flowed over that empire, and which has caused many once discontented people to sever their connection with the socialistic party. Mr. Mallock is a missionary in a good cause, and his great reputation as a thinker will command for his utterances the serious attention of all thoughtful Americans.

A COMMITTEE hearing on a bill abolishing all saloons in the District of Columbia was the occasion, the other day, of an unusual temperance demonstration in Washington. Fully one thousand white-ribboners—men, women and children—besieged the committee. Arguments pro and con were made; and a peculiar feature of the hearing was the hissing by many present of the name of Bishop Potter, of New York, who was quoted by an opponent of the measure as being tolerant in his views on the liquor question.

TO ATTAIN the position of major in the regular army at the age of twenty-eight is a distinction rarely achieved by a member of our military establishment. Major Harry S. Howland, not long ago elevated to that rank, is of the years indicated, and is the youngest man bearing this title in the American army. The youthful soldier has won his way to promotion through merit and efficiency, aided, of course, by favoring circumstances. It took him but eight years to advance from the lowest commissioned grade to his present place. His official record during the period 1898 to 1906, inclusive, is as follows: Second lieutenant of the Twenty-third Infantry, first lieutenant of the Thirteenth Infantry, captain of the Ninth Infantry, and major of the Fourth Battalion Philippine Scouts. The major is the hero of a curious incident. Because, in the discharge of his duty, he invaded territory in Mindanao, never before reached by white men, and destroyed the cottas or forts of robber datus and assassins, the Moro chiefs, greatly impressed with his abilities, made Major Howland sultan of Nunungan. With this title of sultan goes the title to all the territory, slaves, and other property held by the reigning sultan of Nunungan, if Major Howland can get them.

THE ELECTION of Colonel Silas W. Burt as president of the Civil-service Reform Association of New York, in succession to the late Carl Schurz, was a fit recognition of the colonel's long devotion to the cause of civil-service reform. Colonel Burt has been a prominent member of the association since 1880, but as early as 1871 he had begun to be a practical civil-service reformer. In that year, while deputy-naval officer of the port of New York, he held an ex-

amination for filling vacancies in his office. Subsequently he served under the National Civil-service Commission as chairman of the board of examiners for the New York customs service. After he became naval officer in 1879 the merit system was given a most successful trial in the New York customs service. Colonel Burt has been a member and president of the New York State Civil-service Commission. That the association will prosper under his leadership is not to be doubted.

IF THE cause of international good-will is not permanently furthered during his incumbency of the office of Secretary of State the fault will not lie with the Hon. Elihu Root. The able secretary is showing such a remarkable faculty for "bringing together" states and nations that he is fairly earning the title of "Great Pacificator." His tour in South America undoubtedly wrought at least good sentimental effects, which may yet crystallize into practical results. His recent visit to Canada likewise stirred up an access of friendly feeling among the people of the north toward the United States. Mr. Root had a most pleasant experience while in the Canadian Dominion. He was the guest of the Governor-General, Lord Grey, at the government house in Ottawa, and he was honored with many other tokens of hospitality and esteem. The story of his trip increased the fraternal regard which the vast majority of Americans entertain for the Canadians. Informal missions like Mr. Root's do more to improve the relations between countries than ceremonious diplomacy, and more of them would be advisable. During the secretary's call on our northern neighbors old winter was in a strenuous mood, but Mr. Root clothed himself to suit the weather. A unique snap-shot of him taken as he was leaving Ottawa well clad in furs is reproduced herewith.



SECRETARY OF STATE ROOT,
Fur-clad and facing the bitter winter
of Canada.

NO NAME is more conspicuously connected with the ship-building industry in this country than that of the Cramp family. But, although the William Cramp's Sons Ship and Engine Building Company, of Philadelphia, still exists, its membership no longer includes a Cramp. Several years ago Charles H. Cramp resigned as its president, and recently Edwin S. Cramp, its vice-president, also withdrew from the business, owing, it is said, to lack of sympathy with the present policies of the company. This is but another example of the mutation noted in the cases of many leading firms.

IT IS pleasant to note that the present head of the nation is not the only occupant of the White House whose popularity is great and increasing. As from year to year she has become better known, the esteem in which Mrs. Roosevelt is held has steadily widened and deepened. The universal sentiment today is that the White House never had a more admirable mistress. She thoroughly fits the exalted and exacting social rôle of first lady of the land. Tactful and gracious, she makes no false steps, and she agreeably impresses all who come within her sphere of influence. This was illustrated during her recent trip with the President to the Isthmus of Panama. The crew of the battle-ship *Louisiana*, on which the distinguished couple sailed, formed a high opinion of Mrs. Roosevelt as well as of her husband. This feeling found expression lately in the presentation to Mrs. Roosevelt, by the sailors and non-commissioned officers of the vessel, of a fine testimonial taking the shape of a solid-silver loving-cup of beautiful design. One feature of the gift is a revolving base in the form of a gun-turret, with protruding guns, which are exact models of the twelve-inch guns of the *Louisiana*. Mrs. Roosevelt will cherish the cup as one of her most prized souvenirs.



A SUPERB GIFT TO MRS. ROOSEVELT.
Beautiful and unique silver loving cup
presented to the President's wife by the
crew of the battle-ship *Louisiana*.
Mrs. C. R. Miller.

A WOMAN humorist is a rarity, as the talent for writing jokes is more frequently found among men than among women, and when one of the fair sex succeeds in making a reputation as a genuine "funny woman" it indicates a mind of unusual intellectuality. Miss Louise Malloy, of Baltimore, is one of the few whose productions show that she possesses that gift to a remarkable degree. Every day she contributes to the *Baltimore American*, under the name of "Josh Wink," half a column of bright, original jokes, which not only delight the many thousand readers of that journal, but are also widely copied by the leading papers of the country. The jokes are in prose or poetry, as may strike her fancy. Miss Malloy has risen from the ranks, having begun her newspaper career several years ago as a reporter. She is a sedate little woman, with sparkling black eyes, and is a most entertaining conversationist. Besides being a joke-maker, she is an editorial writer of ability and a dramatic critic of some note. She is an indefatigable worker and has found time to write the libretto of an opera and two plays, one of which is now on tour and meeting with success. Her versatility also extends in other directions.



MISS LOUISE MALLOY,
"Josh Wink," Baltimore's widely known
woman humorist, editor and author.
Mrs. C. R. Miller.

THE men that thoroughly understand boys are rare. The boys lost a wise, loving, most stimulating friend by the death of Paul Carlton Ranson, which took place at Coconut Grove, Florida, on January 30th. He established in 1893 an outdoor preparatory school for delicate boys, taking his pupils to Rainbow Lake in the Adirondacks for the fall term, to Coconut Grove, Florida, for the winter term, and back to Rainbow Lake again for the spring term. His influence over the boys was marvelous. He was a graduate of Williams College and of Columbia Law School. He was the son-in-law of ex-President Franklin Carter, of Williams College, having married Miss Alice Ruth Carter in 1903.

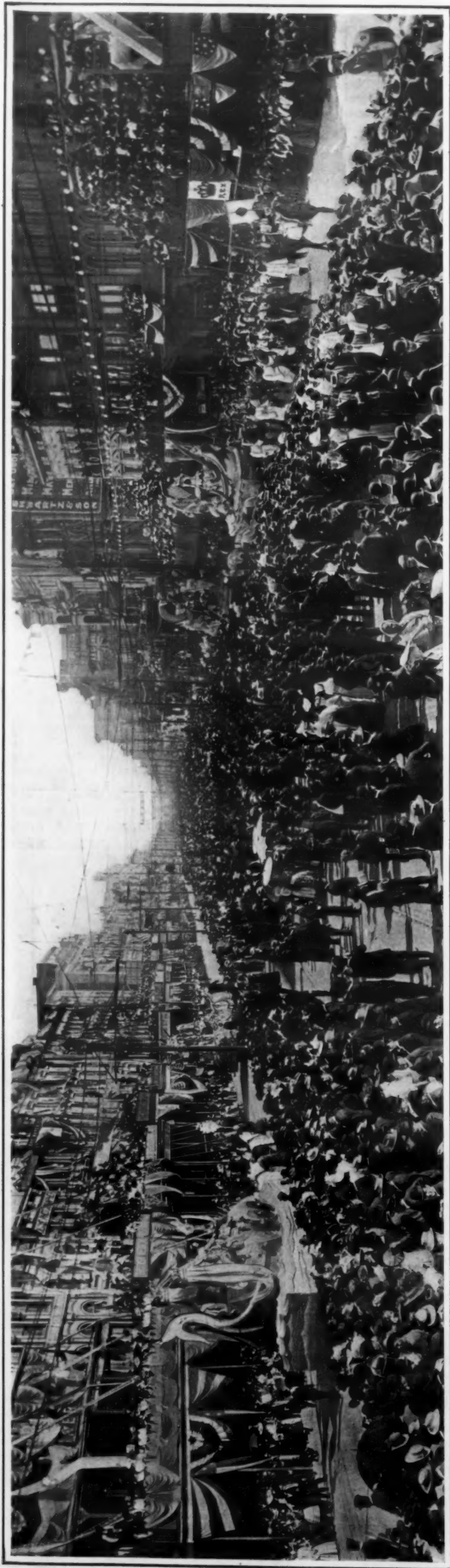
A MOST interesting religious potentate recently passed through this country, on his way to Europe—the Aga Khan, Sultan Mahomed Shah. He is the head of the Ismaelian Mahometans, a sect which numbers about two million believers living in India, Central Asia, and East Africa. They are also known as Khojas. They believe in a God of a far more elevated character than the Allah of the Koran, who created the universe through the action of the Universal Reason and the Universal Soul, emanating from himself; and they believe that these have become incarnate among men, in the persons of Moses, Jesus, Mahomet, and the prophets of all ages. The members of this sect are active in making converts, and besides his residence in Bombay, the Aga finds it advisable to maintain a palace in Zanzibar as a centre of religious work in Africa. He quietly investigated economic subjects while in the United States. He is an extensive traveler and exceedingly up-to-date in his tastes and recreations, which latter include golf and motoring. He attended the coronation of King Edward VII. as the guest of the British nation. He expressed himself as greatly interested in what he had seen in this country, which he regards as "a place of great possibilities and boundless resources." He saw New York, just before he sailed, covered with a blanket of snow, which perhaps accounts for his characterization of it as the cleanest city in the world. Unlike many Mahometans, the Aga has a high opinion of American women, of whom he says: "They are beautiful, their tastes are elegant, and their intelligence of an amazingly high order. They have an astonishing understanding of economic questions and affairs of national importance."



THE AGA KHAN,
Spiritual head of 2,000,000 of the
most progressive sect of Maho-
metans, the Khojas, or Ismaelians.
Sphere.



MAJOR HARRY S. HOWLAND,
Of the Philippine Scouts, the young-
est major in the American army,
who was made a Sultan by
Moro chiefs.



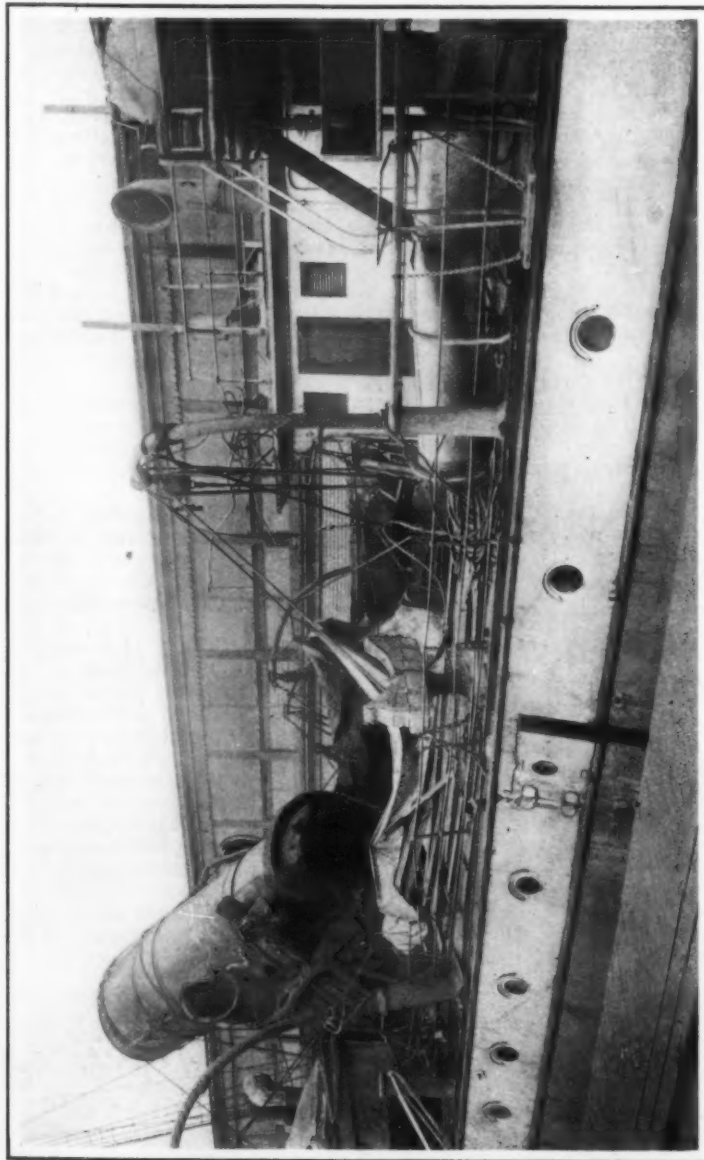
THE CRESCENT CITY'S CARNIVAL PARADE—THE FINEST EVER SEEN IN AMERICA.

PANORAMA OF THE SCENE ON CANAL STREET, NEW ORLEANS, AS THE DELIGHTED MULTITUDE WATCHED THE RECENT MAGNIFICENT MARDI-GRAS PROCESSION—KING OF THE CARNIVAL, "REX," IN FLOAT AT RIGHT, WITH "GREAT BRITAIN" FOLLOWING; "SWEDEN" AT LEFT, AND FLOATS OF OTHER NATIONS IN THE DISTANCE.—Photographed expressly for *Leslie's Weekly* by John N. Teunissen, by special permission and aid of the mayor and the New Orleans Railway, Light and Power Company.

A Noted Missionary Centennial.

THE CELEBRATION of the centennial of Protestant missions in China, which is to take place at Shanghai April 25th to May 7th, 1907, already attracts the attention and interest of the whole Christian world. Over seventy different missionary boards, representing several nations, have already selected accredited representatives to it. It is pleasing to Americans to recall that though the first Protestant missionary to China, the able and heroic Robert Morrison, was an Englishman and was sent out by the London Missionary Society, he came to New York in order to secure passage to China in an American ship, as the East India Company would not convey him. He went to China on an American ship, carried a letter from James Madison, then Secretary of State, to the American consul at Canton, and for a year after his arrival there lived in the factory of some New York merchants. There are now nearly four thousand Protestant missionaries in China, and of this large number our own land has its full proportion. An American, the Rev. W. A. P. Martin, D.D., LL.D., is president emeritus of the Imperial Tungwen College, of which he was appointed president by the Chinese government in 1869, continuing with signal ability the active discharge of the arduous duties of that highly important position for over a quarter of a century.

One American missionary society, that of the Methodist Episcopal Church, proposes to raise a special thank-offering of at least \$300,000 in connection with this centennial. The story of Protestant missions in China has many thrilling chapters. To say nothing of their spiritual enthusiasm and their triumphant martyrs, their hospitals, orphanages, and schools, and their translations of the Scriptures are works of immeasurable value. The first Protestant missionary, Morrison, made a noble translation of the whole Bible, and wrought for years in the preparation of a Chinese dictionary, which the East India Company printed at an expense of ten thousand pounds; and his associates and successors from many lands have been fruitful in literary achievements of far-reaching influence. The Roman Catholic Church had devoted



AN OCEAN STEAMSHIP ALMOST WRECKED BY A BOILER EXPLOSION.

DESTRUCTIVE EFFECTS OF THE BLOWING-UP OF THE DONKEY ENGINE'S BOILER ON THE LINER "VALDIVIA," EN ROUTE FROM THE WEST INDIES TO NEW YORK, WHICH KILLED SEVEN MEN, INJURED SEVERAL OTHERS, AND NEARLY SANK THE VESSEL.

Photograph by B. G. Phillips.

missionaries in China hundreds of years before Protestant missions were established there, and has continued there, enduring persecutions resulting in an illustrious roll of martyrs. An empire containing a quarter of the population of the world has abundant need of the self-sacrifice, philanthropy, and evangelistic zeal of all real Christians of every name and creed.

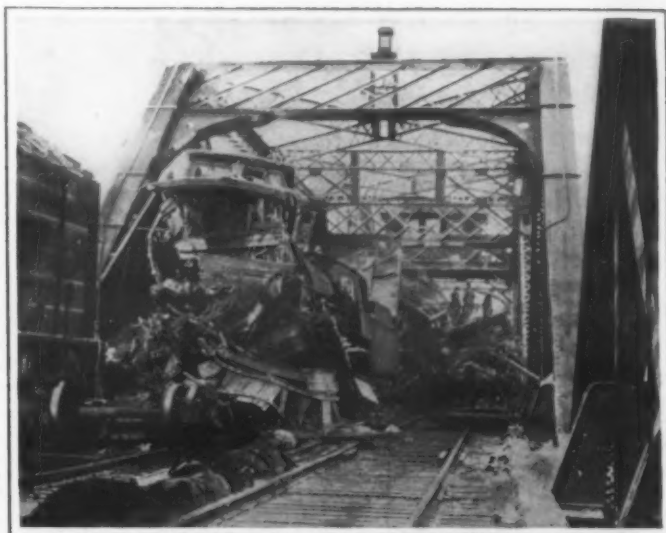
Use Your Time.

THAT great German prose poet, Jean Paul Richter, styles our years "feathers in the broad wing of time." But the flight of time is not altogether to be regretted. Time does not fly so fast but that much vision, much thought, much activity, much achievement may be put into its hours. The people who complain of having little time are usually those who do not put it to good use. Those who are thoroughly alive succeed in doing much good. Goethe, himself always a busy man, has said, "Time is endlessly long, and every day is a vessel into which much may be poured if one will readily fill it up." And again, "One always has time enough if he will improve it well." Time is opportunity. The days, "marching single in an endless file," offer to each gifts after his will, "bread, kingdoms, stars, and sky that holds them all." The daily life of most men is neither beautiful nor heroic, and yet the divine life in human nature often shows itself suddenly in the motley multitude. Splendid heroisms in unexpected places frequently startle us, and the glorious deed of some obscure average man teaches us a loftier reverence for our race and a brighter hope for its future. To his tribunal, Time brings alike common men and kings. He tests all human characters and deeds, unmasks falsehood, and brings truth to light. Time is

"The beautifier of the dead,
Adorned of the ruin, comforter
And only healer when the heart hath bled—
Time, the corrector where our judgments err.
The test of truth, love—sole philosopher."



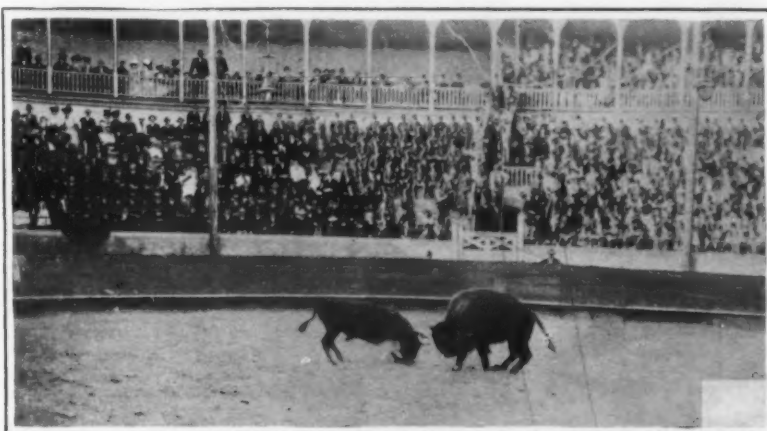
(PRIZE WINNER, \$10.) CURIOUS BUILDING COMPLICATION IN SAN FRANCISCO—LARGE BRICK BLOCK BEING BUILT AROUND AND OVER A SMALL SALOON WHOSE LESSEE REFUSES TO VACATE.—*L. J. Stellmann, California.*



PECULIAR RAILROAD SMASH-UP AT ALBANY, N. Y.—WRECK OF A FREIGHT AND CATTLE TRAIN ON THE LIVINGSTON AVENUE BRIDGE, IN WHICH HUNDREDS OF PIGS WERE KILLED.—*A. Soule, New York.*



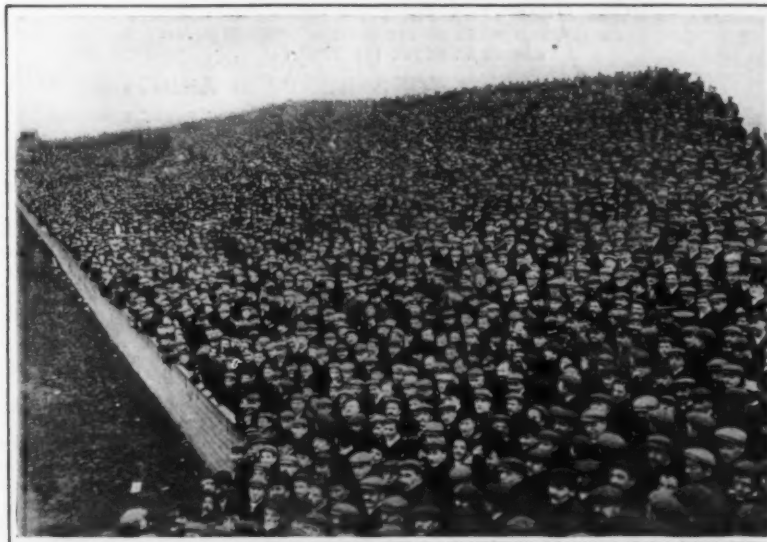
RECENT NOTABLE FIRE-DRILL IN A NEW YORK PUBLIC SCHOOL—TWO THOUSAND CHILDREN DISMISSED WITHOUT DISORDER IN THREE MINUTES.—*L. H. Tasker, New York.*



SHAMEFUL BATTLE IN THE ARENA AT EL PASO, MEX., BETWEEN A BULL AND A BUFFALO—THE BUFFALO WAS BADLY BEATEN.—*Felix J. Koch, Ohio.*



HORRORS OF THE FAMINE IN CHINA—THOUSANDS OF PERSONS WHOSE HOMES THE FLOOD DESTROYED, STARVING IN POOR SHELTERS OF STRAW.—*M. R. Rodgers, China.*



A SPORT-LOVING ENGLISH MULTITUDE—OVER 32,000 MEN AND BOYS WATCHING THE RECENT FOOTBALL GAME FOR THE ENGLISH CUP AT PLUMSTEAD, ENG., BETWEEN THE WOOLWICH ARSENAL AND BRISTOL CITY TEAMS.—*Illustrations Bureau, England.*



THE MARDI-GRAS PARADE OF 1907 IN NEW ORLEANS—HIS MAJESTY REX, DRINKING THE HEALTH OF THE QUEEN OF THE CARNIVAL BEFORE THE BOSTON CLUB.—*A. V. Hall, Louisiana.*



SAN FRANCISCO'S ANTI-JAPANESE DELEGATION, WHICH CONFERRED WITH THE PRESIDENT IN WASHINGTON.
Horace Woodward, District of Columbia.
Left to right: School Superintendent Roncovieri, Mr. Oliver, Attorney Williams, Mr. Boyle, Secretary Leffingwell, of the board of education, Mayor Schmitz, President Walsh, of the board of education, Mr. Altman, ex-president of board of education.

NEWS PHOTO PRIZE CONTEST—CALIFORNIA WINS.

VARIED IMPRESSIONS OF THE BUSY AND CHANGEFUL WORLD COLLECTED BY SKILLFUL AND OBSERVING ARTISTS.



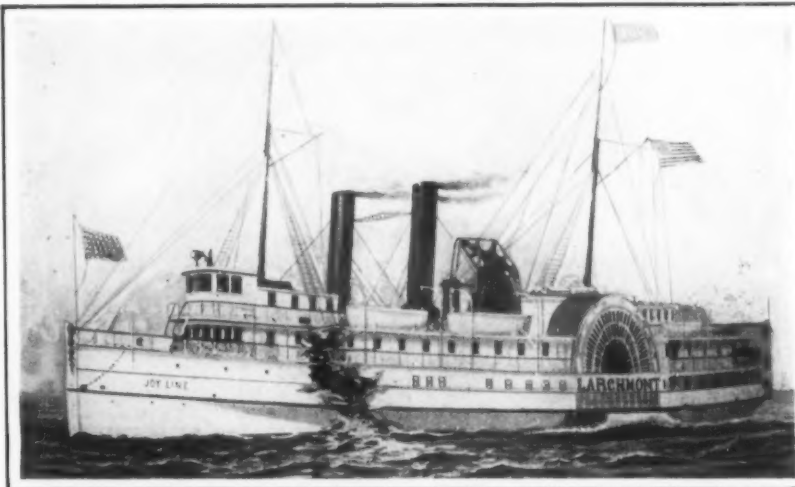
WRECK OF THE SCHOONER "HARRY KNOWLTON," WHICH COLLIDED WITH AND SANK THE STEAMER "LARCHMONT."



REMOVING DEAD AND INJURED FROM A BOAT WHICH PICKED THEM UP TO THE STEAMER "KENTUCKY."



OFFICERS OF THE ILL-FATED "LARCHMONT"—THREE OF THE FIFTEEN WERE NOT ABOARD, AND THREE OF THE OTHERS, INCLUDING CAPTAIN GEORGE W. MCVEY (X), WERE SAVED.



JOY LINE STEAMER "LARCHMONT," RUNNING BETWEEN NEW YORK AND PROVIDENCE, R. I., WHICH WAS STRUCK (AT BREACH SHOWN IN HER SIDE) AND SUNK OFF BLOCK ISLAND BY THE SCHOONER "HARRY KNOWLTON."

ONE HUNDRED AND FIFTY LIVES LOST IN A STEAMBOAT DISASTER.

LONG ISLAND SOUND STEAMER "LARCHMONT" AND THE SCHOONER "HARRY KNOWLTON" SUNK AS THE RESULT OF A COLLISION OFF THE COAST OF RHODE ISLAND—OF THE "LARCHMONT'S" CREW OF LESS THAN FIFTY, TEN GOT ASHORE ALIVE, WHILE OF THE PASSENGERS, NUMBERING ABOUT ONE HUNDRED AND TWENTY, ONLY NINE WERE SAVED.

The Worst Famine on Record in China.

HONG-KONG, January 16th, 1907.

THE FAMINE is being most severely felt in the northern parts of the provinces of Kiangsu and Anhwei, an area of about 40,000 square miles, and one of the most densely populated sections of the Chinese empire. This country is, ordinarily, very productive, the principal crops being wheat, oats, barley, corn, and beans. Wheat is the earliest crop, and it had just been harvested and was being beaten out on the thrashing-floors when the disastrous rains began. These continued for ninety days, until the whole country, which is very flat, was submerged. The mud-houses of the poorer classes collapsed, and everything in them was washed away or destroyed. Not one-fifth of the wheat crop was saved, and it has been impossible to plant anything since.

The country is being deserted, and the people are collecting together in vast concentration camps. At Tsingkiangpu, situated at the head of the Grand Canal, 500,000 refugees are encamped and the number is increasing daily. At Suiyang 40,000 refugees are reported, and farther south, at Yangchow, there are 45,000, while some 70,000 have crossed the Yang-tse River and made their way into Nanking.

The authorities, recognizing the danger from a sanitary point of view, are trying to disband these hordes, but the people have no faith in the promises of assistance if they return to their homes, and refuse to go. In the meantime, in the camp at Tsingkiangpu the Chinese officials are allowing the refugees the equivalent of one tea-cup of rice per day for one person, and, as it is estimated that by the beginning of February five millions of people will be absolutely dependent on charity, even this small allowance will mean an expenditure of about half a million sterling per month. And it is still five months from harvest.

The severe cold has aggravated the sufferings of the refugees, who are without proper clothing or shelter, besides being weak from want of food, and thus two hundred died in one night from exposure at Tsingkiangpu. The conditions in the country around this largest camp are pitiable, and daily growing worse: grain increasing in value and prices rising; the people, unable for various reasons to get away, living on dried leaves, bean husks, or grass, and stripping the bark from the trees for food. Whole families have committed suicide from desperation, all dying together; parents will sell or give their children in exchange for a basin or two of rice, or prefer to throw them into the canal to seeing them die of hunger.

One of the worst features is the hopelessness of getting any adequate supply of grain for seed purposes, and, as all the cattle have died or been slaugh-

tered for food, the outlook for the next harvest is very disquieting. The actual starvation point throughout the affected districts has not yet, however, been reached, nor will it be until the beginning of February. In former famine years, however, the present stage was not reached until April, nor was the famine area so extended, all of which makes this the worst famine within memory.

NAN PEACOCK.

Treating Criminals as Human Beings.

A STRIKING and very important recommendation is made by the superintendent of New York state-prisons, the Hon. Cornelius V. Collins, in his annual report. He recommends that the penalty for murder in the second degree should be made an indeterminate sentence, the minimum of which should be thirty-three years. Under such a sentence a prisoner whose conduct is good will be eligible for parole after nineteen years and eleven months. If, on the other hand, his character seems fixed for evil, he can be kept in prison for life. This plan will give deserving prisoners the light of hope that will tend to prevent their succumb-

ing to disease and insanity. Life sentences are now shortened by pardons in a majority of cases, but it is better that the prisoner should shorten his own term by the improvement of his character. The man who secures a pardon is too often the one who has some political pull. The wisdom of the recommendation of an indeterminate term in place of the present life sentence will, we trust, commend itself to the present Legislature. It will certainly meet the approval of all criminologists. Superintendent Collins also urges indeterminate sentences for other crimes, on the ground that the period of limited freedom, semi-dependence, and partial restraint is an aid in building character.

A criminal is a human being and is seldom wholly bad. The whole administration of Superintendent Collins has been intelligently humanitarian. He has abolished the lock-step. The results of his putting first-term men into plain clothes instead of stripes have proved so encouraging in influence on character that he expects to abolish stripes altogether by next October. Honor-bars, conferring certain privileges, were introduced last June, and have worked well in every case. Still more helpful in a reformatory way are the prison schools which he established in November, 1905. They are now attended by 1,200 prisoners for one hour and a half each day except Sundays and holidays. The schools are proving more valuable than any other correctional agency. Those who attend them are earnest in improving the advantages that they afford.

Nothing is more characteristic of a really Christian civilization than faith in the power of influences that appeal to what is best in men, and prison reform is perhaps the most notable illustration of this faith. The facts in this report demonstrate that it is practicable to make our prisons reformatory and educational. For ages the criminal was tortured. We are now learning that he may be transformed.



A CASE OF "GARROTING" IN THE STREETS OF NEW YORK IN 1857.

Reproduced from Leslie's Weekly, February 28th, 1857, and copyrighted.

Relieves Nervous Disorders.

HORSFORD'S ACID PHOSPHATE.

AN ideal nerve tonic in all forms of nervous diseases. Perfects digestion and restores the appetite.

Infant and Adult.

FOR the upbuilding of the infant and sustaining the adult, milk is essential; and to be wholesome must be pure. Borden's Eagle Brand Condensed Milk and Peerless Brand Evaporated Milk have no equals for purity, flavor, and richness.



A STRICKEN FAMILY CARRYING ITS WRETCHED BELONGINGS TO THE CAMP.



A FEW HUNDREDS OF THE 500,000 REFUGEES WHO WERE CONCENTRATED AT TSINGKIANGPU.



COOKING THEIR SCANTY MEAL BY THE WAYSIDE, WHILE TRAMPING TOWARD THE CONCENTRATION CAMP.



MISERABLE STRAW HUTS, THE ONLY SHELTER OF THE SUFFERERS IN WINTER WEATHER.



THE SICK BROUGHT INTO CAMP ON THE JOINT-RACKING NATIVE WHEELBARROWS.



A SIGN OF UTTER FAMINE—TREES STRIPPED OF THEIR BARK FOR HUMAN FOOD.



VIEW OF THE FLOODED DISTRICT AT SUCHIEN.



A BOAT-LOAD OF YELLOW RIVER REFUGEES.—Courtesy of "World-wide Missions."

FIVE MILLION SUFFERERS FROM FAMINE IN CHINA.

DAILY SCENES AT OR NEAR THE GREAT CAMP AT TSINGKIANGPU, WHERE 500,000 STARVING PERSONS WERE CONCENTRATED AND MEAGRELY FED—LATER SMALL-POX DISPERSED THE MULTITUDE.

Photographs from Nan Peacock. See opposite page.

The First Ocean-to-Ocean Railway.

IF, AS seems to be probable, E. H. Harriman, of the Union and the Southern Pacific railways, has come into possession of the Baltimore and Ohio stock recently surrendered by the Pennsylvania road, the United States will at last have a railway connection from the Atlantic through to the Pacific under a single head. This will be a memorable event in the history of the development of railway communication in this country. The Erie Railway reached its western terminus at Dunkirk, on Lake Erie, on May 14th, 1851. The Pennsylvania completed its through line from the coast to Pittsburg on December 10th, 1852. On January 1st, 1853, the Baltimore and Ohio finished its road to Wheeling. This was the outcome of the race of New York, Philadelphia, and Baltimore for railway connection with the West. To the United States of five and a half decades ago Dunkirk, Pittsburg, and Wheeling were in the West. These were the first of the now numerous and prosperous trunk railway lines in the United States.

On July 17th, 1853, the half a dozen little local roads stretching from Albany to Buffalo were consolidated into the New York Central. That was the first amalgamation, on any important scale, of detached lines of railway which the country saw. Processes of that sort, on a scale undreamed of half or a third of a century ago, have become familiar in our day. But the New York Central of 1853 was not the Central which we know in 1906. The Hudson River road had been opened from New York to Greenbush in 1851. Commodore Vanderbilt, who dominated the latter, obtained control of the Central in 1867, and in 1869 the two roads were consolidated under the name of the New York Central and Hudson River Railroad, but the second half of the title was dropped soon afterward. New York and Boston got continuous railway connection with Chicago in 1853, and, by way of Chicago, they reached the Mississippi by rail at Rock Island in 1854. Baltimore, through the Baltimore and Ohio and connecting links, touched the Mississippi in 1857, opposite St. Louis. The Missouri was reached by rail by way of Chicago in 1859, at the completion of the Hannibal and St. Joe road. But not until many years afterward were the roads from the Atlantic coast to the Missouri, to the Mississippi, or even to Chicago, under the direction of one head.

At the meeting of the rails in 1869 of Oakes Ames's Union Pacific road from Omaha and Collis P. Huntington's line from San Francisco, the Atlantic coast got through railway connection with the Pacific. In 1883, by the completion of Jay Cooke's and Henry Villard's Northern Pacific, the second of the so-called transcontinental roads (there are five now) was opened. But in name only was any of these lines transcontinental. Through successive unions and consolidations common ownership in some of them was extended as far East as St. Louis and Chicago, but no farther. By the merger of the Baltimore and Ohio with the Union Pacific and intermediate links, Edward H. Harriman establishes the first of the real transcontinental lines. Thus the dream of many railway magnates, from Commodore Vanderbilt, C. P. Huntington, and Jay Gould, down to the Vanderbilts, the Morgans, the Hills, the Rockefellers, and the Goulds of to-day, for an ocean-to-ocean railway line under a single head, is transmuted into fact by Mr. Harriman.

A War-balloon for Uncle Sam.

UNCLE SAM has made up his mind that, with his transatlantic cousins playing the war-game with air-ship navies, he cannot afford to neglect the possibilities of the balloon in that part of his business which has to do with fighting. So, with a view to "trying out" the latest ideas in balloon architecture, the War Department recently commissioned Leo Stevens, of

New York, to build for it the largest and strongest balloon yet constructed in this country, and the process of putting its parts together is now well under way at Mr. Stevens's very interesting air-ship yard in Ninth Avenue.

The capacity of the new gas-bag will be about 78,500 cubic feet. It will be nearly spherical, and will have a diameter of fifty-four feet. The car is of the ordinary basket type, but made larger and stronger than is usually the case. It will carry five men comfortably and ballast up to 1,500 pounds. The envelope, which is made of very light linen, is to be provided with a thirty-two-foot rip-cord. This is an attachment which will enable the aeronaut, when the balloon is making a landing in a gale and dragging rapidly along the ground, to tear a rent in the envelope thirty-two feet long and release the entire volume of gas in a minute and a half. The balloon will also have detachable valves, rendering its transportation by rail or otherwise safer and easier. It is expected that the balloon, which will be known simply as "Number 10," will be ready for delivery toward the end of March. It will then be added to the government's "fleet," and used in the series of experiments in aerial war manoeuvres which the army authorities are contemplating.

Mr. Stevens is soon to construct one or more balloons for making meteorological observations. They will carry instruments for recording temperature, atmospheric pressure, etc., and at a certain height will collapse automatically, the envelope forming a parachute which will bring the instrument safely to earth—that is, if the aeronaut's plans do not miscarry.

Five Great East River Bridges.

WITH every extension of the rapid-transit facilities of New York the volume of travel expands, so that improvements lag behind the march of population. The crowding of the Brooklyn Bridge is too old a story to bear repetition; the opening of the Williamsburg Bridge, itself thronged in the rush hours to the limit of its capacity, has afforded no noticeable relief to the crush on the older structure. Work on the Manhattan Bridge, which will span the East River between the Brooklyn and Williamsburg bridges, is being pushed with renewed energy, though as yet even the anchorages are not completed. The Blackwell's Island Bridge is much further advanced, and the structure of masonry and steel that towers above the city correctional institutions on "the Island" is already the dominating feature of the landscape on that part of the river. Still farther north, the Pennsylvania Railroad Company, it is said, will throw a bridge across Hell Gate, connecting Astoria, on the Long Island shore, with Port Morris, on the mainland, and crossing Ward's and Randall's islands on the way. This newest project, it is estimated, will require \$10,000,000 for its realization. The plans call for a bridge and viaduct two miles long, with a span across Hell Gate of 840 feet, and an elevation of 135 feet above high tide. The viaduct at Port Morris will connect with the New York, New Haven and Hartford Railroad, and that at Astoria with the Long Island Railroad; so that the systems of New England, Long Island, and the Pennsylvania lines (by means of the tunnel under the East River) will be in communication when this last link of the chain is forged.

The Tri-centennial of a Great Event.

ARRANGEMENTS are being made to get New York, Vermont, and Canada to unite in celebrating, on July 4th, 1909, the 300th anniversary of Samuel de Champlain's discovery of the lake which bears his name, and which abuts on the territory of each of

these communities. France was beginning to colonize Canada at the time of the discovery of Lake Champlain, and England was starting to establish its thirteen American colonies along the Atlantic coast. Champlain was Governor of Canada.

The events of which the discovery of Lake Champlain was an incident had important consequences for the American continent. Champlain was persuaded by the Hurons and Algonquins to accompany a war party of these tribes on a raid into the northern part of the present State of New York, to help chastise their enemies, the Iroquois, or Five Nations—Mohawks, Onondagas, Senecas, Cayugas, and Oneidas. A little over three weeks after he got his first glimpse of the lake he and his Indian allies encountered a band of the Mohawks near the present Ticonderoga and defeated them. That was on July 30th, 1609, six weeks before Henry Hudson in his *Half Moon* sailed through the Narrows into New York Bay, and began his ascent of the big river. Although not enumerated in Creasy's "Decisive Battles of the World," that fight in the present Essex County, N. Y., nearly three centuries ago, deserves a place on the roll. It was a turning point in human history. Champlain's defeat of the Mohawks started the blood feud between the Iroquois and the French, and in the wars of the next century and a half those formidable warriors, the fiercest fighters of the Western Hemisphere, took the side of the successive owners of New York, the Dutch and the British, in their conflicts with the French invaders from above the St. Lawrence and the lakes. It was the Iroquois who saved Britain's feeble colonies in their early days from being cut in two and overwhelmed by the French from Canada, preserved North America for the Anglo-Saxon race, and thus prepared the way for the younger and more progressive branch of the race to raise up a nation, the United States, in the fairest and best part of the continent.

Several years ago, in urging a national or a State celebration for 1909, to commemorate the 300th anniversary of Hudson's discovery of the river which bears his name, *LESLIE'S WEEKLY* called attention also to the fact that 1909 would be the tercentenary of another important event, which should have a recognition in that celebration. This was Champlain's discovery of his lake, and the fight which took place on its banks. That battle of 298 years ago, in the wilderness of northern New York, which threw the Romans of the West as a rampart from Lake Champlain to Lake Erie across the path of the French advance southward, altered the current of events on the American continent for all future time, and profoundly affected the history of the world. The Champlain event deserves the observance which is being prepared for it.

No Advertising Signs in Subways.

IN PROHIBITING the use of the new subways in New York for advertising purposes, or "for any trade, traffic, or occupation other than required for the operation of the railroad," the New York Rapid Transit Commission has done well. Considerations of safety and cleanliness justify such a decision. Now it is in order for the commission or some other body of public-spirited citizens to secure the enactment by the Legislature of a law removing from the present subways the multitude of sign-boards which disfigure them and make it next to impossible, in some cases, for the traveler to distinguish the names of the stations. More signs of the streets and less advertising signs are needed in New York's subways.

NOTHING will quicker revolutionize the system and put new life into it than Abbott's Bitters. At drug-gists' and grocers'.



SPlicing THE ROPES WHICH WILL ATTACH THE CAR TO THE GAS-BAG OF THE BALLOON—MR. STEVENS, THE DESIGNER AND BUILDER, STANDING.



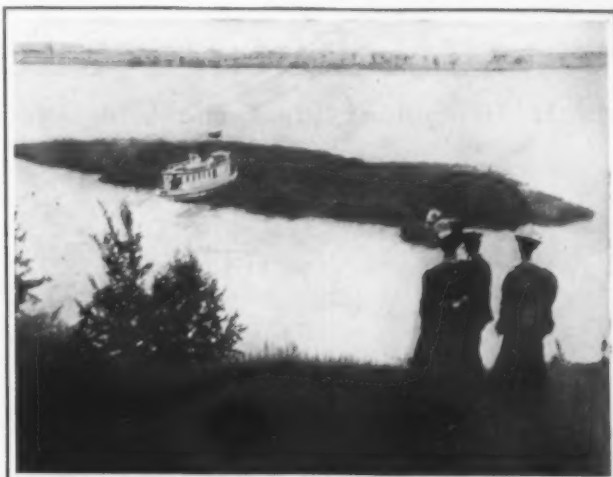
WORKWOMEN STITCHING TOGETHER THE SECTIONS OF THE LINEN ENVELOPE, AND WORKMAN MAKING THE HEMPEN NETWORK.

THE MAKING OF A UNITED STATES WAR-BALLOON.

INTERESTING PROCESSES OF THE UNUSUAL INDUSTRY CARRIED ON IN THE WORK-SHOP OF LEO STEVENS, AERONAUT.—Photographs by H. D. Blauvelt.



(FIRST PRIZE, \$5.) A SNOW-SHOE CLUB IN CANADA, AFTER A HEAVY FALL OF SNOW, OUT FOR A DAY'S VIGOROUS SPORT.
William Notman, Canada.



TOWING A FLOATING ISLAND ON CHEMUNG LAKE, ONTARIO—SIX HUNDRED FEET OF THE MAIN LAND BROKE OFF DURING A REGATTA.—*H. F. Affelder, Pennsylvania.*



A RELIC OF EARLY DAYS—HISTORIC SCHUYLER BARN AT ALBANY, N. Y. USED AS A MILITARY HOSPITAL IN 1757 AND 1758.—*J. E. Boos, New York.*



NOTABLE SCENE IN BETHNAL GREEN WORKHOUSE, LONDON—THE INMATES INTENTLY WATCHING A PERFORMANCE GIVEN FOR THEIR BENEFIT.—*Illustrations Bureau, England.*



EFFICIENT PUBLIC SERVANTS—OFFICERS OF THE UNITED STATES ARMY AND NAVY RECRUITING STATION AT NEW ORLEANS, WHICH HAS MADE A GOOD RECORD IN THE MATTER OF ENLISTMENTS.—*J. N. Teunisson, Louisiana.*



(THIRD PRIZE, \$2.) A REMARKABLE IRON MINE—THE LARGE OPEN BURT MINE AT HIBBING, MINN., WHICH SUPPLIES ORE TO THE UNITED STATES STEEL CORPORATION.—*R. D. Remington, Minnesota.*



(SECOND PRIZE, \$3.) THE FAMOUS CARVED WOODEN FIGUREHEAD AT BOSTON OF THE OLD AMERICAN FRIGATE "NIAGARA," WHICH HELPED TO LAY THE FIRST ATLANTIC CABLE IN 1858.—*Mrs. C. R. Miller, Maryland.*



WORK OF THE BLIZZARD IN NEW YORK—CITY HALL PARK COVERED WITH GREAT MOUNDS OF SNOW WHICH AWAIT THE COMING OF THE CARTMAN.
Philip G. Burt, New York.

AMATEUR PHOTO PRIZE CONTEST.

CANADA WINS THE FIRST PRIZE, MARYLAND THE SECOND, AND MINNESOTA THE THIRD.

Future Success in Naval Warfare

Is It Dependent upon the Construction of Great Battle-ships, Heavy Armor, and Huge Guns?

By Sidney Graves Koon

SINCE the English battle ship *Dreadnaught* was projected, and more particularly after the great interest manifested after the time of her launching and her trials, other Powers have fallen into line with projects of equal or greater displacements; and there seems to be no disposition to spare expense in the construction of these huge vessels. A tendency to preserve a certain degree of secrecy concerning details of the several designs, inspired by the attitude of the English government while the *Dreadnaught* was building, has prevented the dissemination of much reliable information regarding these ships, and has given rise to the circulation of various rumors, most of which are probably incorrect. Enough is known, however, of the principal designs to provide a basis for discussion. The table gives the main features, as currently understood among naval men:



SIDNEY GRAVES KOON,
An authority on naval construction matters.—*Ernstberger*.

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Navy.	Num-ber.	Ship.	Tons.	Speed.	Battery.
English.....	1	<i>Dreadnaught</i>	17,900	21	Ten 12-inch
".....	3	<i>Invincible</i>	17,250	25	Eight 12-inch
American.....	2	<i>Michigan</i>	16,000	18.5	Eight 12-inch
".....	1	projected.....	20,500	?	?
French.....	6	<i>Voltaire</i>	18,000	19	Four 12-inch, twelve 9.4-inch
German.....	2	building.....	19,000	19.5	Sixteen 11-inch
Italian.....	7	rumored.....	?	?	Eight 13.4-inch
Japanese.....	2	<i>Satsuma</i>	19,000	18.5	Twelve 12-inch
".....	7	rumored.....	22,000	?	Fourteen 12-inch
Russian.....	7	projected.....	19,800	18	Four 12-inch, twelve 10-inch

*Actually under construction.

The "contest between gun and armor" is one of long standing. As early as 1875 guns were being produced designed to pierce existing armor mounted upon ships of that date; and armor was being produced designed to exclude shells from guns of that date. First the one element would obtain a supremacy, and then improvements in the other would menace or usurp that supremacy. As each improved in power, offensive or defensive, as the case might be, the size of ship necessary to carry these military engines was gradually increased, in order that the requisite flotation might be secured, and to provide a sufficient seaworthiness and speed. In 1877 the Italian government took the lead in the introduction of ships of great displacement and high speed, and carrying batteries of extremely powerful guns. The *Duilio* and *Dandolo*, of 11,500 tons and 15.5 knots, carried each four 100-ton guns, the bore being 17.7 inches, and the shell of no less than 2,000 pounds. These guns were mounted in pairs on two turn-tables, each within an armored barbette.

Heavy Expense of Insurance Elections.

THAT faction or fraction of the public which has followed developments in the life-insurance turmoil during the past two years is now agitated and interested at the prospect of the great cost and duration of the canvass of the votes cast by the policy-holders of the Mutual and New York Life Insurance companies at the elections held during the latter part of the year 1906 for officers of those companies. The elections were held according to the provisions of one of the insurance laws enacted last year by the New York State Legislature. If there is to be any criticism it should be against the law itself. No one has seriously charged that the present officers of the companies are acting in violation of its provisions. In considering this subject account should first be made of the fact that the law is in its experimental stage. It was well conceived and it appears to have been drawn so that it is lawyer-proof. Nevertheless, the fact now appears that in operation some of its details create delay, expense, and friction. There is no occasion for surprise or consternation at this discovery. The law was drawn with as much foresight as is possible to man. Defects that have developed can be cured.

The canvass of the votes cast at these insurance companies' elections is a matter of grave importance. A true finding and declaration is necessary. Ballots as well as proxies must be scanned with care. Rights of certain individuals to vote must be passed upon. Disputed ballots are to have their validity determined. Even to the casual reader the fact is plain that the canvass must be conducted with a great deal of detail work. After making all allowances there is reason in the complaints of the delay and cost of the work.

In New York State there are approximately 1,600,000 men who are entitled to exercise the right of suffrage, and in the city of New York there are 650,000 men so qualified. These voters go to the polls on one day and cast their ballots. Within a few hours

Since that time improvements in materials of construction have led to a continuous decrease in the calibre of the heaviest guns used, despite the continuous and concurrent increase in the size of ship carrying them. In 1892 the Italian gun was 13.4 inches in bore; the English, 13½ inches; the American, 13 inches. The English led in the adoption as a standard of the 12-inch gun. They have been followed by all the other great naval Powers except Germany, which has long clung to a piece of 9.4 inches, and now uses a long gun of 11-inch calibre. This steady decrease in bore has been accompanied by an increase in the relative lengths of the guns, and by an increase in the ballistic qualities of the powders used, such that the 12-inch gun of to-day, with its shell of 850 pounds, develops as much energy as did the mammoth 17.7-inch gun of thirty years ago. Not only this, but the rate at which it is possible to fire the present gun is from six to eight times as great as with the old; and the trajectory, or path traversed by the shell, having become flatter, due to the much higher velocity of travel of the projectile, gunnery has become immensely more of an exact science. Hits are the rule, rather than the exception. Impact is more nearly normal, rather than dropping at an angle. Penetration, rather than a somewhat illusory "smashing power," is the order of the day.

For many years designers mounted upon each battle-ship four heavy guns, with a certain number of lighter ones for attacking unarmored portions of the enemy, or for keeping torpedo craft at a respectful distance. The *Oregon* class, of 1892, was the first important exception to this rule, eight 8-inch guns having been added to a battery already about equivalent to what other Powers were using. These three ships were the most powerfully armed of their date. The so-called "lessons" of the Spanish-American War seeming to point to the immense importance of rapid fire, particularly with guns of 5 or 6 inches in bore, the designs immediately following that war dropped the heavy 8-inch pieces in favor of a larger number of lighter guns. But in succeeding designs, such as the *Virginia* and *Connecticut* in the United States, and the *King Edward VII.* in England, the 8-inch and 9.2-inch guns respectively were restored to favor. Now, the Russo-Japanese War has seemed to demonstrate the inutility of all guns except those of the very heaviest character; and none others, aside from the necessary provision of anti-torpedo pieces, are being fitted.

The development, long ago, of extremely powerful artillery has made it impossible to provide a ship with armor of sufficient resistant qualities to keep out the heaviest shells, except at an angle or at long range. The armor could be produced, but it would be inherently of such excessive weight that the ship could not carry it over enough of her exposed side to make it an object to fit it. The introduction of high explosive shells has made it necessary to cover as large an area as practicable, and this can be done only at the cost of reduction in the thickness of armor carried.

Turning now to the size of the ship. It is a well-known fact that, the larger the ship, the better the speed on a given proportionate power; the more seaworthy and habitable she is, the more economical, relatively speaking, to operate. In other words, with

increasing displacements, the amount of military value possible to put into a ship is increasing in much higher ratio. This is due to physical causes, into the reasons for which it is unnecessary to enter here. It is precisely this fact which, in addition to the desire to mount heavy batteries and armor, has militated in favor of the big ship. In the United States navy the increase may be listed as follows: 1892, 10,300 tons; 1895, 11,500 tons; 1898, 12,400 tons; 1901, 14,950 tons; 1903, 16,000 tons; 1907, 20,500 tons. With other Powers it has been the same. During the last three or four years there seems to have been a disposition for designs, the world over, to crystallize at 16,000 to 16,500 tons, and upon this displacement many excellent ships have been produced. No vessels of such size or power were engaged upon either side in the Russo-Japanese War; yet upon the results of that war the increase in size has been given a tremendous impetus, and no limit appears in sight.

It seems to the writer that this increase—born, as it is, largely of rivalry among the Powers—is based upon a mistaken policy. Granted that equal fighting capacity cannot be obtained in a 16,000-ton ship, as compared with one of 20,000 tons; granted that the heavier ship, as now designed, could easily crush the lighter, as now in service; granted that for equal expenditures from the national exchequer a larger "volume" of fighting qualities can be obtained in a few large ships than in a larger number of smaller ships. On the other hand, these immense ships will lack handiness, mobility, and adaptability to diverse circumstances. There are few dry-docks which can accommodate the largest of them.

Ships of 16,000 tons have been designed—the *Michigan* is a case in point—which have extreme power with relatively low cost of construction and operation. A fleet of *Michigans*, with the increase in speed accruing from the use of the steam turbine, should have at least equal military qualities to a numerically smaller fleet of individually more powerful ships of the same total cost. In the event of disaster to a single ship, a smaller proportion of the force would be lost. The old adage, "Don't put all your eggs in one basket," has been well remodeled, "Put all your eggs in one basket, and then watch that basket." But the chances to be met in modern naval operations, against which the strictest watching can be of but little avail, would seem to render the original interpretation, within certain limitations, the more applicable. To point this contention, mention may be made of the loss of two Japanese battle-ships and one cruiser by contact with hidden submarine mines; the loss of another battle-ship by an internal fire and explosion; the loss of the British battle-ship *Victoria* by accidental ramming, while engaged in peaceful manoeuvres; and numerous other instances.

It is open to grave doubt, therefore, if the present policy of extreme concentration of power in a single structure is a wise one. There is little question, in the minds of many students of this subject, that the results obtained with a fleet of 16,000-ton ships would be equal in all essential particulars, and superior in many, to those obtained with an equally expensive fleet of the immense constructions into which the naval Powers are now rushing with such abandon.

after the polls have closed the votes are counted and canvassed and the result declared. The system of conducting public elections and arriving at results works, it will be admitted, fairly well. Assuredly, the expedition with which the canvass is made is in strong contrast with the way in which the votes of the policy-holders are being counted. There are in the city of New York 1,489 polling places. At each there are four inspectors of elections, two poll clerks, and two ballot clerks—in all, about 12,000 election officers. The polls close at five o'clock in the afternoon, and, as a rule, the work of counting the votes is completed within four hours. The cost of making the canvass is, approximately, \$50,000.

According to statements printed in the daily papers, about 400,000 votes were cast by the Mutual policy-holders, and about 360,000 by those of the New York Life. The work of canvassing these votes began on December 18th, 1906. Only the other day an announcement was made to the effect that the inspectors of election of neither company had arrived at a final tally of any ballot cast by the policy-holders. Moreover, the systems of counting which the inspectors are trying to put into effect are so complicated, and possibly suspicious, that the policy-holders' committees are expected to challenge every step of the proceedings. The best promise is that the canvass will be completed by the middle of September. This, however, is only a guess.

The cost of the canvass is \$500 per day to each company. Assuming that the count will be finished by mid-September, the cost to each company will be about \$150,000. Compare the five hours required to count the entire 650,000 ballots of the electors of the city of New York with the promise that in nine months the 400,000 ballots of the Mutual Life Company's policy-holders will be canvassed. Compare, also, the \$50,000 expense for counting 650,000 ballots of citizens with the \$150,000 charge that will be entailed to get a statement of the result of the voting of 400,000

policy-holders. Remember, too, that there is no positive assurance that, according to present methods, the counting of the policy-holders' ballots will be completed by the middle of September, and no certainty that the expense will not exceed \$150,000 for each company. Some days ago an inspector of elections of one of the companies resigned. Questions have been raised as to the effect his resignation will have on the legality of the canvass. Other complications have appeared, and more, in all probability, will come up before the end is reached.

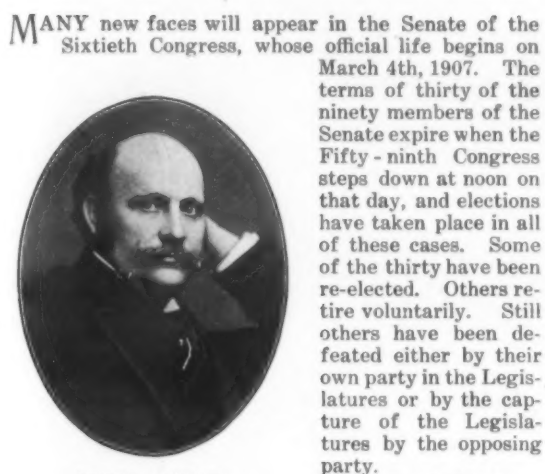
The situation is grotesque. It is intolerable. Whether it is due entirely to the law in whole, or only in part; and in part to the inspectors of elections, who are paid \$35 per day each, and who are human enough to wish to get pay for as many days as they can, there should be immediate relief. Fortunately, Governor Hughes is familiar with all the conditions of the life-insurance situation. It is also fortunate that the Legislature is in session. The drastic provisions of the law can be amended to make them fit the conditions that have been developed. All the provisions required for safety can be retained in the law and new ones inserted that will speed the canvass and put spurs to the inspectors. Probably all the methods that have been adopted and tried out for the counting of State and city ballots cannot be applied to the insurance companies' elections. Enough, however, can be learned from the methods of counting votes cast at public elections to point to a way in which provision can be made for the fair voting of life-insurance policy-holders and the accurate and expeditious declaration of the results.

The necessary changes in the law can all be made in a fortnight. These changes should be of such a character that they would provide for the early completion of the count of the ballots cast last year and for prompt returns in the future. Then full effect can be given to the new insurance code devised by Governor Hughes.

HENRY McMILLEN.

New and Old Faces in the Senate of 1907

By Charles M. Harvey



ROBERT L. TAYLOR,
Tennessee's new representative in the
United States Senate.—Thuss.

MANY new faces will appear in the Senate of the Sixtieth Congress, whose official life begins on March 4th, 1907. The terms of thirty of the ninety members of the Senate expire when the Fifty-ninth Congress steps down at noon on that day, and elections have taken place in all of these cases. Some of the thirty have been re-elected. Others retire voluntarily. Still others have been defeated either by their own party in the Legislatures or by the capture of the Legislatures by the opposing party.

Frye of Maine, Burnham of New Hampshire, Crane of Massachusetts, Martin of Virginia, Elkins of West Virginia, Simmons of North Carolina, Tillman of South Carolina, Bacon of Georgia, Morgan of Alabama, McLaurin of Mississippi, Bailey of Texas, Cullom of Illinois, Nelson of Minnesota, Dolliver of Iowa, Gamble of South Dakota, and Warren of Wyoming succeed themselves.

The most notable changes in the personnel of the Senate are that Harry A. Richardson takes the place of Allee in Delaware; ex-Governor Robert L. ("Fiddling Bob") Taylor succeeds Carmack in Tennessee; Thomas H. Paynter takes Blackburn's place in Kentucky; Congressman William Alden Smith in Michigan succeeds the late General Alger, who declined a re-election; ex-Governor Jeff Davis takes the place of Berry in Arkansas; Congressman Charles Curtis succeeds Benson, an appointee of Governor Hoch, in Kansas, and Congressman Joseph M. Dixon displaces Clark, the copper millionaire, in Montana; Norris Brown does this to Millard, in Nebraska; Simon Guggenheim to Patterson, in Colorado; Jonathan Bourne to Gearin, in Oregon; W. E. Borah to Dubois, in Idaho, and F. O. Briggs to Dryden in New Jersey.

In Colorado, Montana, and Idaho, the changes are displacements of Democrats by Republicans. Of the ninety members of the Senate, as it will stand when the Sixtieth Congress is born at noon on March 4th, 1907, sixty-one will be Republicans and twenty-nine will be Democrats. The Republicans will thus have more than two-thirds of the Senate. When, a few months hence, Oklahoma enters the statehood roll, there will be ninety-two members of the Senate, and both of Oklahoma's members will probably be Democrats.

Nearly all the Senators who have received new commissions are strong men. Frye, who has been over a quarter of a century in the Senate, and who previously served ten years in the House, is one of the veterans of Congress. He has been president pro tempore ever since the Republicans regained control of the Senate in 1895, in the latter half of Cleveland's second term, and has held that post more than twice as long as any of his predecessors since the beginning of the government, except that John Gaillard of South Carolina filled the office eleven years, as compared with twelve years for Frye. In the olden days the Maine Senator was a brilliant orator and was an active participant in campaigns, but since his elevation to the post of presiding officer of the Senate his voice has seldom been heard.

Cullom, another veteran in the service, was one of the authors of the interstate-commerce act of 1887, which was broadened in scope by the Hepburn law of 1906, of which the Illinois Senator was an earnest advocate. Elkins, who previously held other national offices, elective and administrative, has been in the Senate twelve years, and is a member of the conservative group of Republicans which, in his chamber, comprise Aldrich, Foraker, Kean of New Jersey, and others. Nelson, who, like Elkins, has just finished his second term and is entering on his third, also held many offices before he went to the Senate in 1895, including that of Governor. He was born in Norway sixty-four years ago, has been in the United States nearly sixty years, served in the Union army during the Civil War, and is one of the worthiest and most distinguished of that Scandinavian element which is strongly and creditably represented in the population of the Northwest. Dolliver and Crane are younger men in years and in political service than Cullom, Elkins, and Nelson,

and are among the most popular members of their chamber. The Iowan is an eloquent orator, who is always in active demand in political campaigns. The Massachusetts man participates with Wisconsin's senior Senator in pouring oil on the Senate's troubled waters—a function which keeps both of them busy. While Spooner is the greatest compromiser since Clay, Crane is the most accomplished pacificator Congress has seen in recent times.

Tillman, Morgan, and Bailey are the best known of the Democratic Senators who start in on new terms on March 4th. In one of its aspects the new South is incarnated in Tillman. In Tillman's early days of political activity Senators Wade Hampton and Matthew C. Butler, both of whom held high rank in the Confederate army, were the most distinguished members of the aristocracy which ruled South Carolina's social life and politics. Tillman led in the revolt which overthrew that caste. He sent Irby to the Senate in 1891 to succeed Hampton, the last of the barons. He went to the governorship himself in 1890, was re-elected in 1892, turned Butler out of the Senate in 1895 and went there himself, has remained there ever since, and is decidedly the most powerful personage in the Palmetto State's politics who has appeared since Calhoun.

The old South, as well as the new, talks through Morgan. He has been in the Senate thirty years, will have served thirty-six years if he lives to the end of the term to which he has just been chosen, and is, at eighty-three years of age, as active as the average member of Senate or House at fifty-three. For years he was the titular leader of his party in the Senate, and probably would be that chamber's temporary presiding officer if the Democrats were in the majority in it. Bailey, a man of ability and activity, whose return to the Senate has been contested on account of his connection with Standard Oil litigation, but who has just entered on his second term, had his name often coupled in recent years with the Democratic presidential candidacy, but he will probably appear no more in that connection.

Of the men who, on March 4th, enter the Senate for the first time, the most interesting, among the Republicans are Smith, of Michigan; Curtis, of Kansas; and Guggenheim, of Colorado. Smith rose through the various gradations of newsboy, messenger-boy of the Western Union Telegraph Company, page in the lower branch of the Michigan Legislature, student in a law-office, railway attorney, member of the popular branch of Congress for twelve years, and Senator. But his ambition is not yet satisfied. He tells a story that when he was a page in the Michigan House of Representatives he often visited the gallery of the upper branch of the Legislature, and looked down on its members with awe, and he feels that when he gets through in the Senate at Washington he would like to be graduated into the Senate at Lansing for one or two terms.

The Kaw Indians have a man of their own blood, and all the Indians of the United States have an ardent and intelligent friend in the Senate in the person of Curtis, of Kansas. He was the author, during his fourteen years of service in the House of Representatives, of all the so-called Curtis laws under which the red men of the Indian Territory have been transformed into American citizens, and that community has been prepared for the place which it will hold as part of the coming State of Oklahoma. Kansas has been rather unfortunate, in one direction and another, in some of her Senators—"Jim" Lane, Samuel C. Pomeroy, William A. Pepper, Joseph R. Burton, and others—but in Curtis a level-headed man will re-enforce another man of ability and balance, Chester I. Long, in the Senate on March 4th.

Colorado's new Senator, Simon Guggenheim, will have two distinctions. This will be his first political office, although he has been active in the political as well as the social and industrial life of his State for years. He will be the youngest member of the Senate, and will not be forty years of age until December 30th, 1907. Just after his election, a few weeks ago, he resigned all his business connections, and said that while in the Senate he would give his whole time to the advancement of the interests of his State.

The new Senator-elect from New Jersey, Frank O. Briggs, came into national prominence through the sharp senatorial contest in his State which resulted in the withdrawal of Senator Dryden, who had sought re-election, and the choice of Mr. Briggs as a compromise candidate. Mr. Briggs rose to senatorial honors from the office of State treasurer, where he made an excellent record, displaying ability and rectitude that won for him the confidence of the people. He is sure to represent his State worthily in the Senate.

Some picturesque additions to the Democratic side

will be made when, after March 4th, Jeff Davis, of Arkansas, and ex-Governor Taylor, of Tennessee, step into the Senate. Davis, a boisterous person like Tillman, of South Carolina, and Governor Vardaman, of Mississippi, has the distinction of being the only man who was ever elected Governor of Arkansas three times. He has been successful in all his political undertakings, is a negro-hater, and says that when he enters the Senate something will be doing in Washington all the time.

The country never saw a stranger canvass than that of 1886, when Robert L. Taylor, Democrat, fiddled his way into the office of Governor of Tennessee, defeating his brother, Alfred A. Taylor, Republican. He served in Congress before that time, was re-elected Governor, and is now the editor of a magazine published in Nashville. This is the man who beat Carmack in the recent senatorial canvass, and who will enter the Senate when Carmack steps down on March 4th.

The practice of recruiting the Senate by transferring members of the House to it, as it is exemplified in the case of Curtis, of Kansas; Smith, of Michigan; and Dixon, of Montana, strengthens the upper branch by bringing into it men of political experience and ability. Frye and Hale, of Maine; Gallinger, of New Hampshire; Lodge, of Massachusetts; Platt of New York; Aldrich, of Rhode Island; Rayner, of Maryland; Brandegee, of Connecticut; Elkins, of West Virginia; Mallory, of Florida; Dick, of Ohio; Hemenway, of Indiana; Cullom and Hopkins, of Illinois; Allison and Dolliver, of Iowa; Warner and Stone, of Missouri; Burkett, of Nebraska; Sutherland, of Utah; Carter, of Montana; Bailey, of Texas; La Follette, of Wisconsin; Burrows, of Michigan; McCreary, of Kentucky; Money, of Mississippi; and Sutherland, of South Carolina, are among the best known of the Senators who have risen from the other end of Congress. More than a third of the men who will answer to their names at the first roll-call of the Senate of the Sixtieth Congress have, among their political assets, a record of service in the popular branch. Many also of the Senators—Dillingham, of Vermont; Crane, of Massachusetts; Foraker, of Ohio; Tillman, of South Carolina; Cullom, of Illinois; Nelson, of Minnesota; Stone, of Missouri, and others—have been Governors of their States. The Senate of the Sixtieth Congress will be a body of unusual and varied experience.

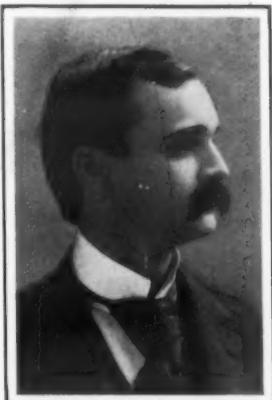
In years of life the oldest man in the new Senate, as in recent Senates, will be Pettus, of Alabama, who is three years older than his colleague, Morgan. Pettus was born eighty-six years ago, in 1821, back in the middle of Monroe's "era of good feeling." He could have seen all the country's Presidents and ex-Presidents except Washington. Pettus was five years old when John Adams and Thomas Jefferson died, and was fifteen years old at the death of James Madison. In the Senate, however, Pettus has served only ten years.

But in length of service Allison, of Iowa, leads all his contemporaries in the Senate. When, in 1851, Thomas H. Benton stepped down out of the Senate after a service of thirty years, the country thought he had established a record which would never be beaten in duration, and perhaps never be equaled. The Missourian's record has been beaten by several persons. Justin S. Morrill and John Sherman left it far behind. Allison, however, has beaten Morrill, Sherman and all others in length of Senate service. For his second term Grant was inaugurated President on March 4th, 1873. William B. Allison entered the Senate on that day, and he has been there ever since. On March 4th, 1907, he will have been in the Senate thirty-four years. He entered the House in 1863, two years after Lincoln became President, and remained in the House until 1871. His combined service in Congress is forty-two years. On March 4th, 1909, his present term in the Senate will expire. He is seventy-eight years of age, and if he lives to the end of his term he will probably not ask another election.

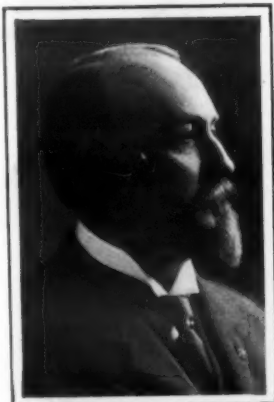
Next to Allison in length of service in the Senate is Morgan, who entered in 1877, at the time of Presi-



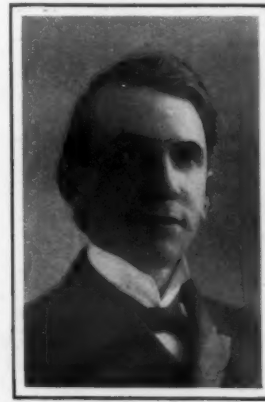
JONATHAN BOURNE, JR.,
The new United States Senator from
Oregon.—Fortune.



CHARLES CURTIS,
The Kaw Indian Senator from
Kansas.—Bell.



FRANK O. BRIGGS,
The newly-elected Senator from
New Jersey.—Marceau.

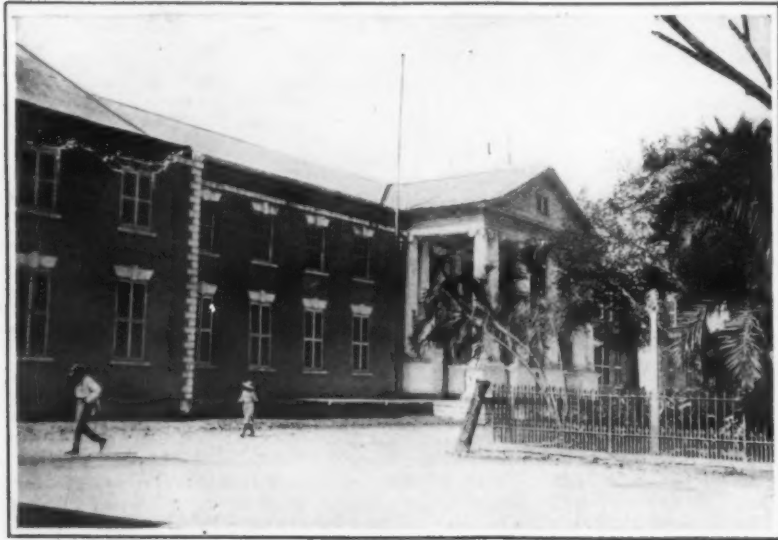


WILLIAM ALDEN SMITH,
General Alger's successor as Senator
from Michigan.—Heath.

Continued on page 204.



FREAKISH NATURE OF THE QUAKE—SOME BUILDINGS AT THE PORT ROYAL BARRACKS DESTROYED AND OTHERS SPARED.



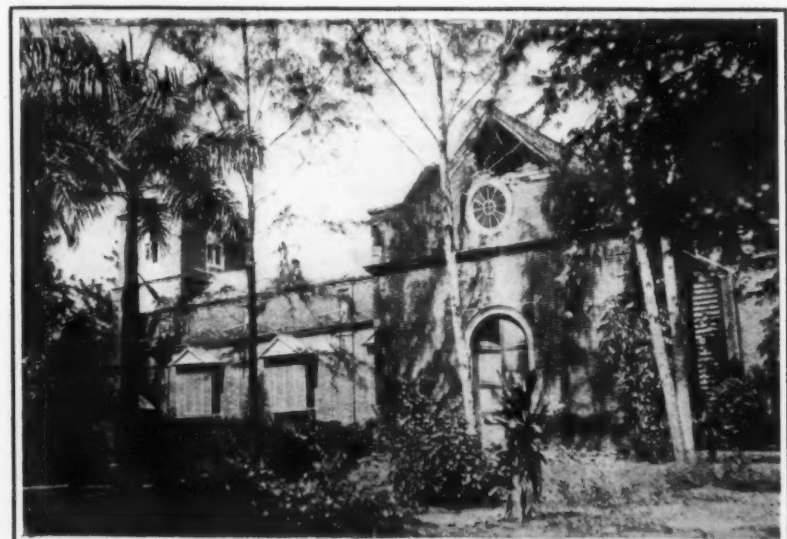
KING'S HOUSE AT SPANISH TOWN, DAMAGED LITTLE OUTSIDE, BUT RUINED INSIDE.



OLD-TIME LIGHTHOUSE ON THE JAMAICA COAST WHICH DID NOT SUFFER FROM THE SHOCK.



RED-CROSS WORK STILL GOING ON AT KINGSTON'S CHIEF REFUGEE CAMP—AN AUTOMOBILE USED AS AN AMBULANCE.—Press Photo Company.



QUAINT OLD SPANISH CATHEDRAL AT SPANISH TOWN WITH ITS GABLE STOVE IN.



HOSPITAL GROUNDS AT KINGSTON, WHERE THREE HUNDRED SERIOUS OPERATIONS HAVE BEEN PERFORMED ON EARTHQUAKE SUFFERERS.

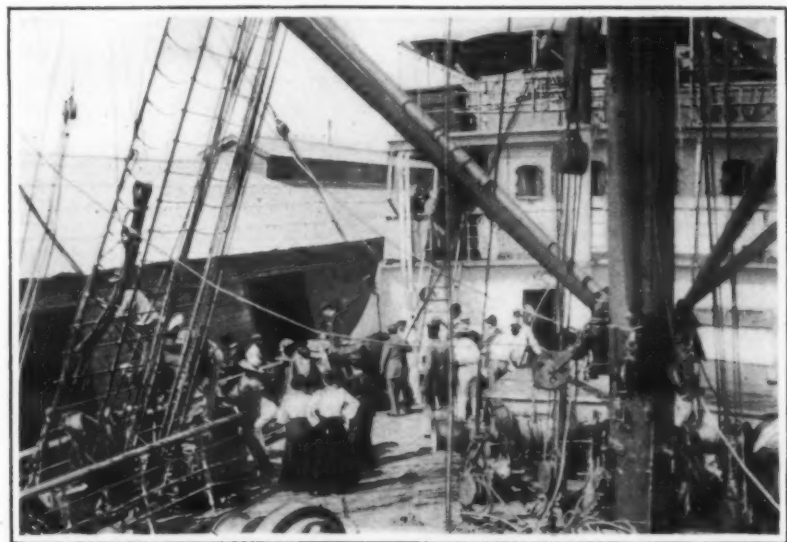
PECULIAR SEQUELS OF JAMAICA'S GREAT CALAMITY.

BUILDINGS, AT VARIOUS POINTS, THAT PROVE THE EARTHQUAKE'S CAPRICIOUS ACTION, DAILY RED-CROSS ACTIVITY AMONG THE REFUGEES, AND A HOSPITAL WHICH IS MAKING A MEMORABLE RECORD.

Photographs by H. D. Blauvelt, staff photographer of Leslie's Weekly.



STILL UNREMOVED SHAPELESS RUINS OF THE PORT ROYAL BARRACKS, FROM WHICH 500 MEN BARELY ESCAPED ALIVE.



VISITORS FROM NEW YORK HURRYING ASHORE TO SEEK NEWS OF STILL MISSING RELATIVES AND FRIENDS.



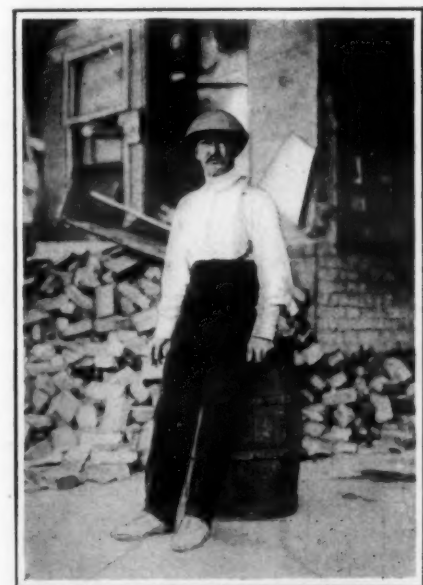
THE ONLY BUSINESS BUILDING IN THE CITY NOT DISMANTLED—OFFICE OF THE JAMAICA "DAILY TELEGRAPH."



NURSES ON THE KINGSTON HOSPITAL GROUNDS ARRANGING COTS FOR THE INJURED NOW CARED FOR THERE.



A HOST OF REFUGEES (CHIEFLY NEGROES) AS THEY APPEAR DAILY WAITING FOR PROVISIONS GIVEN OUT BY THE RELIEF COMMITTEE.



THE ONLY AMERICAN RETAIL MERCHANT IN KINGSTON (MR. LAMBDIN) STANDING IN FRONT OF HIS RUINED STORE.



NEGRO REFUGEE MOVING HIS FAMILY AND SCANTY POSSESSIONS ON A RAFT TO A SAFER HOME—A PARTY OF AMERICAN RED-CROSS PHYSICIANS IN THE AUTOMOBILE.

Press Photo Company.

CURIOUS SPECTACLES IN KINGSTON WEEKS AFTER THE DISASTER.
CONDITION AND DOINGS OF THE REFUGEES, A RUSH OF ANXIOUS SEEKERS FOR FRIENDS, AND PECULIAR PILES OF UNREMOVED RUINS.—*Photographs by H. D. Blauvelt, staff photographer of Leslie's Weekly.*

Actor Authors and Managers, and Pleasing Players

By Harriet Quimby

THIS season seems to be the heyday of actor-managers and of actor-authors. William Gillette,



JULIA SANDERSON,
The well-known comic-opera singer, who
has just gone into vaudeville.
Otto Sarany Company.

with his play "Clarice," in which he played the principal part, headed the procession, unless we accord that honor to George Cohan, who for several years has been writing plays for himself. Wilton Lackaye wrote, staged, and acted the principal part in his dramatization of "Les Miserables" into "The Law and the Man," recently, at the Manhattan Theatre, and now Willie Collier is crowding the Garrick Theatre with his farce-comedy, "Caught in the Rain." When an actor-author writes a play it is pretty safe to guess that he has written a part in which he himself will shine in the middle of the stage at every act. If the actor is clever enough to sustain the lion's share the production is sure to succeed, for almost every actor of experience knows just what kind of a part will give him the best opportunities. The majority of great actors have made their reputation in playing parts which fit their natural temperament more or less, and this is almost invariably true of actresses. It takes a great actor indeed to assume a character which is the direct antithesis of his own nature and to make it convincing; but to play an exaggeration of one's own personality is quite another thing, and this, if the actor is popular with the public, is quite the surest way to at least a financial success.

Among the actor-managers Henry Miller and James K. Hackett have attracted much attention among their fellow-managers, who are beginning to regard them as dangerous rivals, and with good cause. Henry Miller's record as a manager in the short year and a half he has been devoting himself to producing and directing, as well as to acting, has in it many elements worthy of commendation. That an

actor has been responsible for two pronounced dramatic sensations of the season, "The Great Divide" and "Madam Nazimova," proves that the artistic temperament is not incompatible with shrewd business sense. The commercial manager has profound or tolerant contempt for an actor's presumption in business matters. But Henry Miller, in converting the once despised Princess Theatre, which for years has been known all along the Rialto as the hoodoo play-house, into one of the best-paying theatres in the city, not only upset tradition and proved a supposed axiom untrue, but opened up a new possibility for the future. He has shown that a production may be in the highest degree artistic and yet contain all the requisites for money-making. Although Mr. Miller exercised a master hand in the staging and management of the play, "Brown of Harvard," in which Henry Woodruff is successfully playing, the greatest achievement to his credit as actor-manager is the discovery of Alla Nazimova, the Russian actress, who has recently attracted much attention in her interpretations of Ibsen.

Last spring Mr. Miller saw one performance of the Russian players in a little theatre on the Bowery. Others had recognized the genius of Alla Nazimova, but he was the first to see that it could be transplanted to the English-speaking stage, moved to Broadway, and made popular. This charming little actress, who has become such a drawing card, was first installed, under his management, at the Princess Theatre, in a series of special matinees, in "Hedda Gabler." A less astute manager would have offered her as the sole attraction at a theatre and she would have been a nine days' wonder for a time and then forgotten. But under the matinee plan she was permitted to play until her fame spread throughout the city, and society patronized her and she became a fad. Her reputation established, and a full house at every performance guaranteed by the interest which has been manifested by the public, she, on the 12th of March, became a permanent attraction as a Broadway star at the Bijou Theatre. The nicety with which this was managed could not have been excelled by any manager now before the public whose entire life has been devoted to the business; hence the praise which is richly deserved by Mr. Miller, who, though an actor of experience, is practically a beginner as a manager.

That the task of criticising a dramatic work by a fellow-professional is not an easy one was proved by the morning papers after the first New York produc-

tion of the opera, "The Rose of the Alhambra," written by Charles Emerson Cook. Evidently the writers were either afraid of being too severe, or they took the other stand and condemned by wholesale a play which is really one of the most entertaining productions of its kind that have greeted the New York public this season. Although not new as to plot, nor particularly striking in any one detail, the opera has all the qualities which go toward a lasting success, for it is clean and bright, and the music, despite its going a little slow the first night, is of an unusually high class. Mr. Cook is to be congratulated, and we shall look with interest for more from his pen.

Those who recall the extremely interesting play, "Marta of the Lowlands," which was produced at the Manhattan Theatre last season, will be interested in the announcement that Florence Roberts, a great favorite on the Pacific coast, where for years she appeared under the management of Frederick Belasco, brother of David Belasco, is to be seen in a play, "Maria Rosa," by the same author, Angel Guimera. The play, like the one seen at the Manhattan, has been translated from the original Spanish by Guido Marburg and Wallace Gilpatrick. Miss Roberts will be seen in the new production at Daly's Theatre early in March.

A bear story which for realism and thrills is unusual, especially for a story which hails from quiet Philadelphia, is going the rounds of the Rialto in connection with the name of the winsome little singer, Julia Sanderson. Miss Sanderson is singing to vaudeville audiences a little story about "Bessie and her little brown bear." A manufacturer of the popular Teddy bears evidenced his appreciation of the song and the singer by sending a bear of life size to the apartments of Miss Sanderson. In a spirit of fun the bear was set up in the most formidable position facing the door. The curtain was lowered and Miss Sanderson awaited the coming of the maid, who soon knocked at and finally opened the door, when, with one glance at the bear, she screamed with all the enthusiasm of her young Celtic soul and promptly fainted. The screams aroused the entire hotel, and a brigade of bell-boys and porters invaded the apartments to kill the burglar, put out the fire, or render whatever service they assumed would be necessary from the quality of the maid's fright, which was genuine. Miss Sanderson is credited with the declaration that she will never again perpetrate a joke while she is in the sedate town of Philadelphia.

New and Old Faces in the Senate of 1907.

Continued from page 201.

dent Hayes's inauguration. Teller became a Senator in 1876, when Colorado was admitted to statehood, but his senatorial career was interrupted by three years' service in President Arthur's Cabinet. Except during those three years Teller has been in the Senate since 1876. Hale and Frye of Maine, and Aldrich of Rhode Island have been in the Senate since 1881, Cullom has been there since 1883, and Daniel of Virginia since 1887. These are the seniors in service among the Senators of the Sixtieth Congress. None of the other members of that chamber has been there twenty years.

The Senate which begins its existence on March 4th will have a larger percentage of young men than has the one which steps down on that day, and than any Senate in many years has had. Beveridge, Bailey, Dolliver, and the rest of the juniors have been re-enforced by such youngsters as Guggenheim, Curtis, Dixon, and William Alden Smith. As a body, America's "elder statesmen" are not so old as they were once. The "most potent, grave and reverend seigneurs" of the Senate are as potent as they ever were, but they are not quite so grave or reverend. A few weeks ago Mr. Tillman was compelled to apologize for calling his colleagues and himself a negro-minstrel show, but neither Tillman nor anybody else would have thought of applying any such characterization to the Senate of the older day.

In a partisan and sectional sense a sweeping change in the personnel of the Senate has taken place in recent years. A week or two ago Mr. Patterson, of Colorado, a Democrat, who is to be succeeded by Mr. Guggenheim, Republican, on March 4th, called Mr. Tillman's attention to the fact that after that day there would be only two Democrats in the Senate from the vast region outside of the old slave States of 1861. These are Teller, of Colorado, and Newlands, of Nevada. And he could have said that Teller was a Republican until the break on silver took place in 1896. All the other Senators from the North and West are Republicans, and the Republicans have several Senators from the old slave States—two from Delaware, two from West Virginia, and one from Missouri.

Outside of the eleven States of the Confederacy of 1861-65 the Democrats are weaker in the Senate at this hour than they were at any previous time since the foundation of the Republican party half a century ago. Numerically and intellectually the Democrats were far stronger in the Senate in the Civil-War and reconstruction days than they will be after March 4th.

Where are there to-day in that chamber from the north of Mason and Dixon's line any men who speak for the Democratic party with such authority and with such power as Dixon, of Connecticut; Wright and Stockton, of New Jersey; Buckalew, of Pennsylvania; Nesmith, of Oregon; McDougall, of California; Hendricks, of Indiana; Thurman, of Ohio, and Richardson, of Illinois, Douglas's old lieutenant, spoke for it in the Senate, at one time and another, between the establishment of the Confederacy in 1861 and 1870, when the re-admission of Virginia, Georgia, Mississippi, and Texas permitted the last of the Confederate States to answer Congress's roll-call of the commonwealths of the restored Union?

Good News for the Sierra Consolidated's Shareholders.

A WONDERFUL revival in the Hillsboro district of New Mexico, in which is located the Sierra Consolidated Gold Mining Company, with which many of our readers are familiar and in which a large number are interested, is reported by the Hillsboro correspondent of the Albuquerque Morning Journal of January 31st. His special telegram to this prominent newspaper shows that the Sierra Consolidated is rapidly fulfilling its promises to its shareholders, and that the good times, so long expected, will not now be long in coming. The telegram reads as follows:

"HILLSBORO, N. M., January 28th—Never since there were mines in Sierra County has there been such general activity and so much capital being invested and expended as at present. Never before, or at least not in the memory of present inhabitants, have so many men been given employment in the mines. Chief among the companies now getting busy in the Sierra County field is the Sierra Consolidated Gold Mining Company, of which Senator Warner Miller, of New York, is president, and J. J. May manager. Work has begun in real earnest on the Snake and Opportunity mines. One-half million dollars is being now spent on the big cement and steel mill. The plant has two 175-horse-power Diesel engines, each operating a 125-kilowatt generator, supplying electricity to run the mill. The mill, when completed, will have 100 stamps, equipped with the 950-pound rapid-drop stamp; twelve Whiffley tables, 6 x 16 amalgamating plates. In the shaft there will be an electrical hoist of large size to operate two vertical skips and a smaller one to operate the cage for the men.

"The ore will be dumped automatically into the bins, from there fed to the crusher automatically, and then carried by belt conveyors into the ore bins in the

mill. Water will be pumped from the Percha River, nearly three miles away, by an electric pump, and conveyed through a six-inch wrought-iron pipe. Crude oil will be used as fuel for the engines. In the Snake mine the shaft is now down 500 feet and going deeper rapidly.

"The Opportunity mine is 1,000 feet east of the Snake mine. Its shaft is 600 feet deep, a ten-horse-power Fairbanks-Morse gasoline hoist is used. The ore from this mine is conveyed from the shaft to the crusher at the Snake mine and run through the mill. The Snake is a gold property, the Opportunity being a copper mine.

"Seventy men are now on the pay-roll, and more are being hired as fast as they can be secured. A boarding-house which will accommodate one hundred men has been started, as have also a new office building and home for the superintendent. The shaft-house, engine-room, head frame, crusher building, and mill are all of the most substantial construction. The latest and best machinery is being used, and under the able management of J. J. May there is bound to be big money made out of this property. A smelter is included in the plans for the future."

A Friend's Tip.

70-YEAR-OLD MAN NOT TOO OLD TO ACCEPT A FOOD POINTER.

"FOR the last 20 years," writes a Maine man, "I've been troubled with dyspepsia and liver complaint, and have tried about every known remedy without much in the way of results until I took up the food question.

"A friend recommended Grape-Nuts food, after I had taken all sorts of medicines with only occasional, temporary relief.

"This was about nine months ago, and I began the Grape-Nuts for breakfast with cream and a little sugar. Since then I have had the food for at least one meal a day, usually for breakfast.

"Words fail to express the benefit I received from the use of Grape-Nuts. My stomach is almost entirely free from pain, and my liver complaint is about cured. I have gained flesh, sleep well, can eat nearly any kind of food except greasy, starchy things, and am strong and healthy at the age of 70 years.

"If I can be the means of helping any poor mortal who has been troubled with dyspepsia as I have been, I am willing to answer any letter inclosing stamp." Name given by Postum Co., Battle Creek, Mich. Read the little book, "The Road to Wellville," in packages. "There's a Reason."



A WOING CONDUCTED UNDER DIFFICULTIES, IN "THE LITTLE MICHUS," MESSENGER'S COMIC OPERA, AT THE GARDEN THEATRE.—Hall.



MEETING OF "BEN-HUR" AND "IRAS" IN THE TENT OF "ILDERIM"—"BEN-HUR" OPENED AT THE ACADEMY OF MUSIC, FEBRUARY 25TH.—Hall.



MR. SOTHERN AND MISS MARLOWE IN SHAKESPEARE'S ALWAYS-POPULAR PLAY, "ROMEO AND JULIET," AT THE LYRIC THEATRE.—Hall.



GEORGE GRAVES, THE ENGLISH COMEDIAN, AS "GENERAL DES IPS," IN "THE LITTLE MICHUS"—Hall.



SCENE FROM "THE GIRL AND THE GOVERNOR," THE SPARKLING COMIC OPERA IN WHICH JEFFERSON DE ANGELIS IS APPEARING AT THE MANHATTAN THEATRE.



LILLIAN HUDSON, ONE OF THE HANDSOME "BUDS" IN "THE ROSE OF THE ALHAMBRA," AT THE MAJESTIC THEATRE.—Mishkin.



ALLA NAZIMOVA, THE RUSSIAN ACTRESS WHOSE "NORA," IN "A DOLL'S HOUSE," HAS BEEN MUCH PRAISED BY CRITICS.—Falk.



ARTHUR SCHNITZLER, AUTHOR OF "THE RECKONING," PRODUCED AT THE BERKELEY LYCEUM THEATRE.



SENIORITAS AND CABALLEROS OF THE ROMANTIC COMIC OPERA, "THE ROSE OF THE ALHAMBRA," NOW RUNNING AT THE MAJESTIC THEATRE.—Byron.

PLAYS, GRAVE AND GAY, ON THE BOARDS OF NEW YORK THEATRES.
TRAGEDY, MELODRAMA, AND MUSICAL COMEDY MAKING SIMULTANEOUS APPEAL TO THE PATRONS OF THE STAGE.

What Notable Men Are Talking About

A BRITISH WARNING TO AMERICAN SPEND-THRIFTS.

BY ALFRED MOSELEY, BRITISH PUBLICIST AND PHILANTHROPIST.

WHAT must impress any visitor to the United States is the enormous prosperity of the country, which



ALFRED MOSELEY,
English publicist, economist, and
philanthropist.—W. & D.
Dunlop.

shows itself in every direction. The cities are full to overflowing, building is going on with feverish activity, the railway companies cannot cope with either the passenger or the freight traffic, and must double-track their lines and extend in every direction. The flow of immigration is endless and ever increasing in volume. The cry is, on all sides, "We cannot get raw material enough." "We cannot execute our orders." "Railways cannot carry our goods." "We are short of labor of all descriptions," and so on.

Wages have increased enormously and rents are rising, but I do not think, in spite of what may be said to the contrary, that the cost of living has outstripped the increase of wages or the advantages of regular employment, nor can the workingmen expect, with great prosperity and ample employment, to reap all these advantages without having to part with some of their earnings in extra expense; but perhaps the greatest danger and change noticeable in this connection is the high standard of living, if not ruthless extravagance, of all classes in America. What were luxuries yesterday are considered necessities to-day, and where this is to end it is difficult to foresee; and herein lies hidden trouble for the future. At the present moment everything is keyed up to so high a pitch that a reaction would probably spell disaster, and yet things cannot go on indefinitely on the present lines.

I am bound to say, however, that I see no sign of reaction so far; but if for no other reason, a halt would probably have to be called from the sheer want of money! The developments in the States are so great now and on so huge a scale that they can practically use the spare capital of the world, and yet cry for more; and the enormous demand for money in the United States is causing a serious high rate of interest in Europe, and we here are not in a position, with our close-cut profits, to pay for legitimate trading purposes at the present ruling rates of money. I wish to record that I see signs of a serious danger in the future if the ruthless extravagance of the people of the United States is to continue unchecked, and their prosperity is leading to an even worse feature than their extravagance—viz., inefficiency and corruption.

In bygone years one was impressed with the thorough way in which everything was done and every detail thought out in the States; but the same is not true to-day. On the contrary, there are signs of everything becoming slipshod, work inefficiently performed and badly finished, everything overdone and overcrowded; and, above all, everybody appears in too great a hurry, so that, in the race for success and wealth, many of the former good characteristics of the country are disappearing.

A NEW ECONOMIC DEFINITION OF LABOR NEEDED.

BY W. H. MALLOCK, EMINENT BRITISH ECONOMIST.

In the minds of the masses the attraction of socialism is its promise of an equal distribution of wealth; and what makes them regard such an equal distribution as possible is that theory of production which the genius of Karl Marx invested with a semblance, at all events, of sober scientific truth, and which ascribes all wealth to that ordinary manual labor which brings the sweat to the brow of the ordinary laboring man. The doctrine in question is embodied, and is every day repeated, in the language of what is called the orthodox science of economics; and the teaching of the orthodox economists has, in this special respect, never been rendered definitely obsolete by any definite, authoritative, and popularly accepted correction of it. Let us open any text-book of orthodox economics we please, and what will it tell us as to the agencies by which wealth is produced? It will tell us that these agencies are three—land, capital, and labor. Now, by land is meant all the forces and spontaneous gifts of nature. As to these there is no dispute. Dispute arises only in connection with the agencies supplied by man. Of these capital is one; but capital, whatever may be its nature, represents human agencies that are past, not agencies that are actually operating in the present, and would be absolutely sterile unless living human effort made use of it. It is, therefore, on the nature of the living industrial effort involved in the production of wealth, that the whole discussion turns; and this living industrial effort is, by the orthodox economists, comprised under the single name and the single category of labor.

When the orthodox economists declared that labor was the only living human agency involved in the pro-

duction of wealth, and that the value of commodities was measured by the amount of labor embodied in them, no one had thought of isolating the labor of the average man, of contrasting it with other effort of a more exceptional kind, and claiming for the former that it alone was productive; or, that all effort, hour for hour, was of equal productive value. These economists, indeed, admitted from time to time that the labor of some men produced much more than that of others. Thus Mill refers to the productive power of mere thought. But, having paid these casual tributes to common sense, they made no attempt to give their admissions any definite form.

At present the orthodox economists and the socialistic economists alike give us all human effort tied up, as it were, in a sack, and ticketed "human labor." I propose to open the sack, to spread out its contents before you, and ask you to examine them with your own eyes; and the result will be to exhibit not labor only, but capital also, the forces which capital represents, in a light very different from that in which they at present appear to the prophets and apostles of socialism, and to the multitudes who, more or less vaguely, are allowing themselves to be influenced by their theories.

POPULAR HOSTILITY CRIPPLING RAILROAD DEVELOPMENT.

BY W. C. BROWN, SENIOR VICE-PRESIDENT OF THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

The spirit of hostility against the railroads which seems to be felt by members of both parties and



WILLIAM C. BROWN,
Senior vice-president of the New
York Central and Hudson
River Railroad.

by the administration, whether real or not, is rapidly creating a feeling of distrust, and is discrediting the railroads of the country to such an extent as to make it very difficult at the present time to secure any money for needed improvements, and promises to make it almost impossible to do so in the near future. The actual conditions which confront railroads are enough to seriously check the investment of money in new railroads or in great improvements in existing roads, but worse than all this are the apprehension and alarm which are spreading all over the country, based upon the fear that there is a definite, deep-seated prejudice against railroads as such, which makes investment in them so hazardous as to prevent prudent men considering them. Unless this feeling can in some way be allayed it will, I fear, result in reducing to a minimum improvements of this character just at a time when the commerce of the country and the development of its resources demand the most liberal possible expenditures. I am heartily in favor of the regulation of the railroads by Federal and State authority, and regard the legislation thus far enacted in this direction necessary and wise.

Florida the Home of the Finny King.

THE speckled trout are little lairds
Of mountain pool or stream;
The salmon is a royal duke
Where rushing waters gleam;
The shad is prince of Delaware,
But where eternal spring
Is throned beside the sapphire sea,
The tarpon is the king.

WHEN first the dark-eyed Spaniards came
To view the land of flowers,
Its ancient oaks in mossy cloaks,
Its orange-girdled bowers,
In pearly palaces below
The mighty sweep and swing
Of Neptune's wild, white horses, lo!
The tarpon reigned as king.

WHAT joy the patient angler knows
When, flashing in the sun,
He sees at last the tightened line
A streak of lightning run!
Perchance it snaps beneath the strain
As breaks a fiddle-string,
But if it holds, what triumph then
To land the finny king.

SO, when the bitter north' wind blows,
And snow begins to fly,
Oh, let us to the sunny South
By train or steamer hie,
For there the rod and reel await
The sportsman's skillful fling,
And in the waters of the gulf
The tarpon still is king.

MINNA IRVING.

CALIFORNIA'S JAPANESE POLICY STRONGLY DEFENDED.

BY RICHARD OLNEY, EX SECRETARY OF STATE.

What California has chosen to do with reference to the San Francisco public schools raises no

question under the treaty with Japan, and is a subject matter with which the national government has no right to concern itself. In short, the entire police power of the country being reserved by the treaty in favor of either the United States or the several States, and the establishment, maintenance, and organization of the public schools of each State coming under the police power of that State exclusively, Japan is wholly without cause of complaint against California by reason of its public-school system, and the United States is without legal ground of interference with that system *vi et armis* or otherwise.



HON. RICHARD OLNEY,
Secretary of State under Presi-
dent Cleveland.

A MAXIMUM AND MINIMUM TARIFF ADVOCATED.

BY ELIHU ROOT, SECRETARY OF STATE.

I do not think the broad subject of reciprocity can be considered and discussed without going into a consideration of the whole form of our tariff law. In my judgment the United States must come to a maximum and minimum tariff. A single straight-out tariff was all very well in a world of single straight-out tariff, but we have passed on during the course of years into a world, for the most part, of maximum and minimum tariffs, and with our single-rate tariff we are left with very little opportunity to reciprocate good treatment from other countries in their tariffs and very little opportunity to defend ourselves against bad treatment. The maximum and minimum tariff would free us from one serious difficulty which arises from the negotiation of reciprocity treaties. When you make a reciprocity treaty with a country, agreeing to receive the product of that country at less than our regular rates, you are immediately confronted by country B, which is equally friendly with us, and to which we cannot, with good grace, refuse similar treatment, and so on down the list. The result is that there is a tendency by means of successive reciprocity treaties to change the whole form of the tariff, and to change it without that full and general discussion, without that deliberate discussion of the effect upon all American interests which there ought to be in dealing with this complicated and interwoven question.

The maximum and minimum tariff would enable us to deal equitably with all countries, as we are friendly, and ought to be friendly, with all countries. It would proceed upon a generous and intelligent consideration of all interests.

OURS THE CHEAPEST AND BEST RAILROADS ON EARTH.

BY GEORGE F. BAER, PRESIDENT OF THE PHILADELPHIA AND READING RAILWAY COMPANY.

If you study the railroad transportation of other countries and compare it with our own, you will find that, notwithstanding the greater density of population in many European countries (which naturally should bring about lower rates), the fact is that our railroad transportation is the cheapest and best in the world. The industrial prosperity of the whole country is primarily due to the extraordinary expenditures which the railroads of the United States have been compelled to make in the past six years. The national, State, and municipal governments seem to be competing with one another in experimental legislation to take the management of railroads out of the hands of the owners, and the skilled men selected as their agents, and to turn it over to men selected in the ordinary methods of partisan politics, and to men, too, without special training, without personal interest in the results, and whose tenures are not dependent on their work, but on political conditions. If, by new legislation, you render the transportation business of the country unprofitable, you will necessarily retard the further development of railroads, because the new capital required cannot be obtained. If, on the theory that they belong to the capitalist class, and therefore may be despoiled, no consideration is to be given to present investors, comprising thousands of people who have invested their small and large savings in railroad securities, some thought should be given to the thousands of employes, and the many interests which will suffer when railroads are rendered powerless to go forward and, in a legitimate and progressive way, supply adequate transportation facilities for the business of the country.

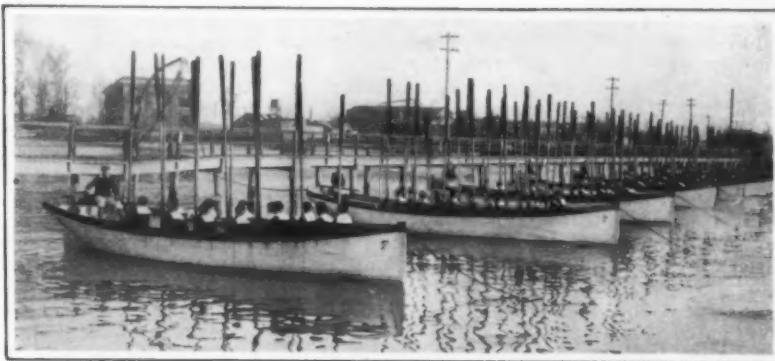
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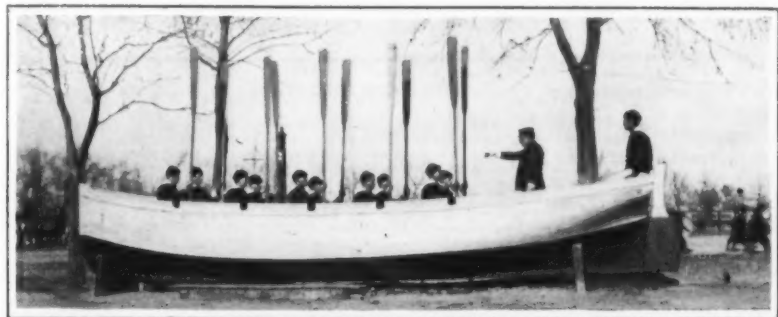
STREET-RIOT DRILL—PROTECTING THE FLANK OF COMPANIES AT A STREET CROSSING.



INSTRUCTION IN BOAT-SAILING—"CUTTERS UNDER FULL SAIL."



LEARNING THE ART OF USING THE OARS—"UP OARS."



PRELIMINARY TRAINING IN OAR-HANDLING IN CAMP.



ARTILLERY DRILL—A PLATOON IN BATTERY.



WASH-DAY IN CAMP—EACH BLUE-JACKET HIS OWN LAUNDRYMAN.



A CLASS IN KNOTTING AND SPLICING OF ROPES.



TAKING A RECRUIT'S FINGER-PRINTS AT A RECRUITING STATION.



RECEIVING INSTRUCTION IN THE WIG-WAG CODE OF SIGNALS.

UNCLE SAM'S TRAINING CAMP FOR NAVAL SEAMEN.

PICTURESQUE FEATURES OF THE METHODS EMPLOYED AT NORFOLK, VA., TO QUALIFY YOUNG MEN FOR EFFICIENT SERVICE ON WAR-VESSELS.—*Photographs by Mrs. C. R. Miller. See page 209.*

How Japan Regards the San Francisco Affair

By Professor J. Ingram Bryan, of the Imperial College of Commerce, at Nagasaki.

NAGASKI, JAPAN, January 15th, 1907.

AMERICAN citizens resident in Japan have for some time been feeling not a little uneasy over the anti-Japanese sentiment that seems to find increasing favor in certain sections of the home land. The fact that no inconsiderable number of the people of the United States are anxious for legislation excluding the Japanese working man, and that already Japanese children are debarred from mixing with white children in the schools of San Francisco, has caused nothing less than a sensation here in Japan. From all sources there is expression of a fear that the Japanese cannot continue to look to America for that welcome with which they have hitherto been received. The movement in San Francisco has created a condition for which we are expected to apologize to the Japanese whenever we meet them. To condone it in any company of them would be to dispel the friendly atmosphere that otherwise always attends the presence of an American citizen.

For more than thirty years Japan has been accustomed to regard the United States as the modern representative of freedom and fair play among the nations, and a land where every law-abiding person, of whatever race or color, was humanely received, charitably tolerated, and morally benefited. While they smile at the fiction that Perry was sent to the Orient for the purpose of benefiting Japan, they never forget the fact that they have always received good at America's hands, and that she alone of all the States of the West has treated them with uniform justice and sympathy, opening her schools, colleges, and even private houses, to their young men with a liberality that has largely contributed to the successes they have achieved in the world. As these rumors of anti-Japanese agitation loom eastward like dark clouds from the Pacific States, and hang threateningly over the isles of Nippon, the whole nation is at once aroused to ask whether America means it or not.

There is no doubt that the movement in favor of placing an embargo on Japanese emigration is intensely

distasteful to all classes in this country. Opinions on the subject are outspoken and unequivocal. There is apparent failure to see any good reason why the subjects of the Mikado, out of all the peoples of the earth, should be singled out for ostracism by the United States. The lowest Russian or Italian anarchist can become an American citizen, while a Japanese cannot; this is utterly incomprehensible to the native of Nippon. But to suggest the passing of a law excluding him from the country is a step further in the direction of indignity, adding insult to injury.

So far as Japanese newspapers reveal the mind of the nation, the only mitigating factor in the situation is the fact that President Roosevelt is on their side. They are, moreover, at present inclined to view the agitation as a mob movement proceeding from the more ignorant and irresponsible classes of American society, and taken advantage of by demagogues and charlatan politicians, who have axes of their own to grind. In the estimation of some this but increases the gravity of the situation, for not only do these panders to the baser element succeed in fanning racial prejudice and social animosity to an offensive degree, but there is danger of forcing on the American government legislation which the Japanese would be liable to regard as inspired by the worst motives of these lowest classes. There is no doubt here that the Japanese consider racial bigotry to be the real cause of the movement, and they are disposed to regard all argument to the contrary as mere subterfuge.

Japanese public opinion does not hesitate to say that in the event of American racial antipathy finding embodiment in legislation, the first and most patent duty devolving upon Japan and China, in the interests of their own self-respect and protection, would be to bring forward peaceable retaliative measures for the exclusion of Americans from the far East. They say that the United States was one of the loudest complainers as to the danger of Japan's monopolizing trade in Manchuria, and that she protested vigorously against the Chinese boycott of her goods, and that therefore

she has no right to restrict the labor element in favor of the European against the Japanese. Japan seems to conclude that the favored-nation clause of our treaty with her applies as much to labor as to trade.

What Japan at present most resents is the idea of a curtailment of the liberty of her subjects that reflects on their citizenship. A nation as keenly sensitive to criticism as Japan feels itself irretrievably outraged by a refusal to be accorded the same liberty and honor that we give to all comers from Europe. This sensitivity to outside opinion is becoming increasingly difficult to satisfy; every suggestion or remark that in the least leaves itself open to even the implication of inferiority on the part of the Japanese is met by the most positive and unhesitating aversion. All such mistakes on the part of foreigners are promptly taken up by the Japanese papers, and the matter is at once straightened out. The other day a Japanese returning from a diplomatic mission in Europe was given what he considered an inferior position in the saloon of the steamer by which he had taken passage; he was assigned a seat among his fellow-countrymen. He never afterward entered the saloon, taking all his meals in his state-room. Upon arriving in Japan he made a public protest against his treatment, averring that the time had come when foreigners could no longer treat the Japanese as an inferior race. This incident conveys some slight idea of what America would have to face were there to come a time when the sentiments of San Francisco should become law. Everywhere throughout the Japanese empire it is regarded as an offensive and gratuitous assumption that the children of the gods are unfit to associate on equal terms with the emigrant from Europe.

Japan is, therefore, confidently hoping that the American people will acquiesce in President Roosevelt's view of the question, which is practically her own; for any further restriction upon the liberty of her subjects living in America would certainly not be regarded as a friendly act, and might lead to a condition which all would regret.

Recent Deaths of Noted Persons.

EX-GOVERNOR FRANK WAYLAND HIGGINS died on February 12th at his home in Olean, N. Y., after an illness of more than a year. His death removes the foremost citizen of Olean and one of the principal figures in the political life of New York State. Mr. Higgins's earlier life was largely devoted to building up the business which made him one of the wealthiest men in western New York. He was the owner of extensive timber and ore lands in the West, over which he maintained a careful personal supervision. His four stores in Olean were operated of late years chiefly because



HON. FRANK W. HIGGINS,
Former Governor of the State of
New York.—A. E. Dunn.

he was unwilling to abandon them to the detriment of his employes. Mr. Higgins entered politics in the larger sense in 1888, when he was elected a delegate to the Republican National Convention at Chicago. He entered the State senate in 1894 and was returned in successive terms as long as he cared to remain a senator. His business experience admirably fitted him for the framing of measures affecting the conduct of the State's finances, and he was responsible for much legislation tending to improve the methods of administering them. For example, he drafted and secured the passage of a bill prohibiting any person in the employment of the State from contracting any indebtedness on behalf of the State, or expending any money for it, unless the sum contracted for or the money expended should have been appropriated by the Legislature. He also secured the passage of a bill putting a stop to the practice of department officials of using fees for the expenses of their departments, instead of turning over such fees to the State treasury. After a term (1902-4) as Lieutenant-Governor Mr. Higgins was elected Governor in 1904. Governor Higgins's administration is identified with some of the best measures which were ever enacted in New York State. Among them may be mentioned the eighty-cent gas bill, the life-insurance reform bills, the act prohibiting corporations from contributing to campaign funds, the stock-transfer tax, the good-roads bill, and the amendments to the Raines liquor law. Like many other public men, Governor Higgins was the target for bitter partisan criticism, but his record as a faithful public servant in a period of great political changes is one of which his friends may be proud. No accusation ever touched his personal integrity, and his memory is that of a high-minded, unselfish gentleman who performed his public and private duties in the light that was given him.

Sir William Howard Russell, editor of the Army

and Navy Gazette, in London, and formerly a famous war correspondent.

Alfred Walter, of New York, president of the Seaboard Air-Line Railway, one of the ablest railroad men in the United States.

The Countess of Cadogan, one of the two or three leaders of the most aristocratic and exclusive set in English society.

S. A. Alexandrovsky, governor of Penza, Russia, and formerly chief commissioner-general of Russia at the St. Louis exposition, killed by a terrorist.

Leon Serpollet, of Paris, one of the best-known automobilists in Europe.

Princess Cristina Ruspoli Bonaparte, of Rome, widow of Prince Charles Bonaparte.

Congressman John F. Rixey, of the Eighth Virginia district, brother of Surgeon-General Rixey, United States Navy.

Professor Thomas Condon, of Eugene, Ore., one of the leading geologists of America.

General James C. Rogers, of Sandy Hill, N. Y., a prominent lawyer, and a Civil War veteran.

Right Rev. A. K. Sagen, of La Crosse, Wis., bishop of the Norwegian Lutheran synod for the district including the United States east of the Mississippi River.

Major John Q. A. Hollister, of Mount Vernon, N. Y., a prominent physician, and leader of the charge on Fort Fisher, in the Civil War, after Colonel Smith was wounded.

Giosue Carducci, of Bologna, Italy, the greatest of modern Italian poets, and recently the recipient of the Nobel prize for literary achievement.

The Value of Regents' Examinations.

IN HIS vigorous and logical address on academic examinations and academic funds, at the recent meeting of the Board of Regents, the commissioner of education, Dr. Andrew S. Draper, clearly set forth the nature of the new departure in the method of preparing examinations and the reasons for it. With characteristic bluntness he disposed of the people who assert their opposition to all examinations, showing them to be interesting enthusiasts, "wanting in perspective, in the sense and the strength and the adapting that are necessary to do real work in a real world, in the knowledge and the procedure which make for uniform efficiency in a system of schools." He has always heartily believed in the regents' examinations, while opposed to multiplying, extending, and intensifying them. His influence as commissioner of education has been for simplifying them, reducing their number, and making them representative of the best teaching, and not only responsive, but helpful, to the best progress in education. The time has come for a new method in preparing the examination papers. One of the results of the new departure is that the city of New York, where the examination papers have never been used, because the high schools are new and the superintendent and other officials have never been satisfied with the method of preparing the examination papers, has determined to come into the examination system. The administration of Commissioner Draper brilliantly marks an important epoch in the educational history of the Empire State.

Special Prizes for Photos.

ATTENTION is called to five new special pictorial contests for 1907 in which the readers of LESLIE'S WEEKLY are invited to engage. A prize of \$10 will be given for the most acceptable Easter picture coming to hand by March 10th; a prize of \$10 for the best Decoration Day picture arriving not later than May 15th; a prize of \$10 for the picture, sent in by June 15th, which most truly expresses the spirit and significance of the Fourth of July; a prize of \$10 for the finest Thanksgiving Day picture reaching us not later than November 15th; and a prize of \$10 for the most attractive Christmas picture furnished us by November 28th.

Special attention is also called to the comic photo contest, which will from time to time hereafter be a feature of LESLIE'S WEEKLY. In this competition all cameramen are invited to take part. A prize of \$5 will be awarded for the best picture in each group; a prize of \$3 for the picture next in excellence, and a prize of \$2 for the third in point of merit. For all other comic pictures accepted \$1 each will be paid.

Our amateur prize photo contest has long been one of the successful features of LESLIE'S WEEKLY. The publishers have decided to establish an additional contest in which professionals, too, may take part. LESLIE'S WEEKLY will give a prize of \$10 for the best picture with News value furnished by any amateur or professional. For every other News picture accepted for use \$2 will be paid. All photographs should be accompanied by a very brief statement of the events depicted, for explanation, but not for publication.

LESLIE'S WEEKLY was the first publication in the United States to offer prizes for the best work of amateur photographers. We offer a prize of \$5 for the best amateur photograph received by us in each weekly contest; a second prize of \$3 for the picture next in merit, and a prize of \$2 for the one which is third in point of excellence. The competition to be based on the originality of the subject and the perfection of the photograph. Preference will be given to unique and original work and to that which bears a special relation to news events. We invite all amateurs to enter this contest. A contestant may submit any number of photographs at one time. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with a request for their return. All photographs entered in the contest and not prize-winners will be subject to our use unless otherwise directed, and \$1 will be paid for each photograph we may use. No copyrighted photographs will be received, nor such as have been published or offered elsewhere. Many photographs are received, and those accepted will be utilized as soon as possible. Contestants should be patient. No writing except the name and address of the sender should appear on the back of the photograph, except when letter postage is paid, and in every instance care must be taken to use the proper amount of postage. Photographs must be entered by the makers. Silver paper with a glossy finish should be used when possible. Mat-surface paper is not suitable for reproduction. Photographs entered are not always used. They are subject to return if they are ultimately found unavailable in making up the photographic contest. Preference is always given to pictures of recent current events of importance, for the news feature is one of the chief elements in selecting the prize-winners. The contest is open to all readers of LESLIE'S WEEKLY, whether subscribers or not. All photographs accepted and paid for by LESLIE'S WEEKLY become its property and therefore will not be returned.

N. B.—All communications should be specifically addressed to "Leslie's Weekly, 225 Fourth Avenue, New York." When the address is not fully given, communications sometimes go to "Leslie's Magazine" or other publications having no connection with LESLIE'S WEEKLY.

NOTE TO PHOTOGRAPHERS.

The value of the photographs which many of our correspondents send us is greatly impaired by their failure to provide adequate captions. Every print submitted should have written on the back, legibly, but lightly, in lead pencil, besides the name and address of the photographer, a full descriptive caption telling briefly just what that particular picture represents. For example, a photograph of a street swept by a fire, or a cyclone, should bear a description identifying the buildings shown, giving the name of the street, and indicating any particularly noteworthy feature of the scene. Do not be afraid of making your captions too full. We can condense them. The name of the party to whom payment for the photograph must be made should always be plainly indicated on back of photograph.

Get the "Leslie's Weekly Habit."

(From the Universalist Leader, January 26th.)

LESLIE'S WEEKLY occurs every week, and there is nothing better to acquire than the "LESLIE'S WEEKLY habit." To have it regularly is to insure your being posted on current events the year round and the world round, for its correspondents and artists are everywhere where there is life. A feature which is of especial interest to the older people is the reproduction of scenes of long ago as they appeared when LESLIE'S was the pioneer of illustrated journalism.

How Young Men Are Trained for Service in the Navy

By Mrs. C. R. Miller.

THE characteristic quality of American life exemplifies itself as much in the naval service as in any walk of civil life—merit is everything. From the time a man takes that oath—"I do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully against all their enemies whomsoever; and that I will obey the orders of the President of the United States and the orders of the officers appointed over me according to the rules and articles for the government of the navy"—he is made to feel a strong sense of duty, with the comforting knowledge that such duty well performed leads to certain promotion. When one considers that in this service the physical wants are well supplied, disease and old age amply provided for, compensation comparatively large and sure, it is not surprising that the better class of young men are finding their way into the service. Apart from these things there is a fascination about the daily routine of life on a battle-ship, and added to these is an opportunity to "see the world"—the fond dream of nine out of every ten boys.

Under the new law each applicant for enlistment must furnish written evidence other than his own statement that he is of the required age for enlistment. The bureau of navigation is not looking for runaway boys or wayward sons to man the splendid ships which fly the stars and stripes. This can easily be learned by a visit to the recruiting offices, where one finds men of all classes knocking at the door of the service. The other day, in the recruiting office at Baltimore, I saw Captain Field, the officer in charge, pass upon a number of men. They were of all sorts and conditions and told various stories of their lives. Captain Field has a keen insight into human nature, and it was not long before he divided the wheat from the chaff. Out of five applicants who appeared inside of an hour two young men whose honesty of purpose could not be doubted were added to the navy.

The embryo sailor undergoes a physical examination by the surgeon stationed at the office for that purpose. His finger-prints are then taken (a recent addition to the enlistment laws). These prints are carefully preserved and used, in case the man should apply for a pension or in the event of an accident, to establish his identity. The oath is taken and if the recruit is between the age of seventeen and twenty he is sent to the training-station at Newport, R. I.; if more than twenty he goes to the receiving-ship *Franklin* at Norfolk, Va., where he is "fitted out" and begins his training as an apprentice seaman at sixteen dollars per month. Each Saturday morning the newcomers gather in the fitting-out department on Farragut's old flag-ship, the *Franklin*. There is another examination by a surgeon, who satisfies himself that they are absolutely healthy. To allow a man who was developing a contagious disease to mingle with five hundred men might result in an epidemic, and the examination is for the purpose of preventing any such calamity. Each man is fitted out with forty-five dollars worth of clothing—consisting of underwear, outer-clothing, shoes, caps, etc., each piece of which is marked with the owner's name at once. The men are encouraged to send their civilian clothes home, and twice a week an expressman calls at the station for outgoing bundles.

The new sailor is given quarters in one of the comfortable tents in camp. The mild weather of Virginia makes living out of doors healthful at all times, and there is little sickness among the men. Comfortable cots are provided, and a stove is furnished for each tent. Companies are soon formed and drills begin at once. The men are instructed in ordnance, seamanship, signals, rigging-loft work, setting-up exercises, and bag inspection. Each one of these departments embraces a number of duties. Nautical terms are soon learned. Everywhere throughout the camp there is something to remind the sailor of his future work on shipboard.

Screens on which are painted the different flags used in signaling, the wig-wag code, the use of anchors and chains and parts of the compass, are set up in the different streets. In fair weather the men are instructed by the use of these out-door screens. The splicing and knotting of rope, also wire-work and sail-making, are practiced in the rigging loft. The handling of boats under oar or sail is thoroughly mastered on water after these particular movements are learned by practice on land. A cutter is set up in camp, where the men are given instructions in rowing and sail-setting. There is something interesting in watching a dozen young men climb into a stationary boat propped up on land under a tree several hundred yards from water, and at a word from the officer go through the rowing motion in perfect unison. Sails are "set" at another command, and the men get into the regular positions taken in actual sailing.

First aid to the injured forms a particular study, as the hospital corps is often made up here. Infantry drills and the setting-up exercises with music are participated in by five hundred men at one time. Bag inspection encourages neatness, as every man must have his clothes clean, properly mended, and stowed so as to display his name on them during the inspection. The men do their own washing either in the wash-house or in camp out of doors at a long bench placed there for that purpose. They use a scrubbing-brush and plenty of soap. "That washing proposition did get to me at first, but now I am an expert," said a bright young sailor in answer to my question as to what was the most difficult thing to learn in seaman apprenticeship. Nautical ironing is a peculiar process, as the clothes are dried in shape by being pulled straight while on the line, which makes pressing unnecessary.

The boys have time to play, and organize football and baseball teams. They learn the catchy songs of the day and delight in playing harmless tricks upon each other. The camp barber, with his improvised chair, does a thriving business, and the camp patrolman maintains order with becoming dignity and effect. Three times a day a crew from the ranks brings up a water-wagon filled with water from the distilling plant. This is used for drinking purposes. The tents are aired daily if good weather permits.

At the expiration of the period of training, which usually lasts about four months, the apprentice is sent on shipboard and rated as an ordinary seaman, with pay of nineteen dollars a month. Bright young mechanics find their way to the artificer's branch and spend four months in the wood-working (carpenter's) shop, or in the plumbing department—both of which are located at the Portsmouth navy yard, just across the river. Promotion is speedy in this line to the man who applies himself. The students in the yeoman's school or class receive their instruction on the upper deck of the *Franklin*, which is housed over. After four months' study these men become yeomen of the navy on shipboard or at naval stations.

After ten years' service the enlisted man is entitled to a pension if he is unable to serve further because of physical disabilities. After twenty years, on leaving the service he is given his choice of one-half pay for life at his last rating, or a home for the rest of his days in the naval home at Philadelphia. This alone should be a drawing card, as no trade or position in civil life offers so many advantages in this respect.

The enlisted man of to-day is made to feel that he is just as much a part of the navy as a commissioned officer. While his responsibilities may not be as great, he is expected to perform his duties, whatever they may be—from a coal-passer to a warrant officer—with fidelity and devotion to his country. The old-fashioned idea that a man in sailor uniform is not welcome at places of amusement is becoming obsolete, and recently a well-known actor who was playing in one of the leading theatres in Washington sent one hundred cou-

poned seats, with his compliments, to the enlisted men at the Washington navy yard.

With the vessels now in the course of construction, and a new twenty-thousand-ton battle-ship, as provided in the naval appropriation bill now before Congress, it will require more than thirty-seven thousand men to man our active fleet. Three thousand seamen are needed during the coming year, and with the many advantages accorded to the men of this branch of the government service there seems little doubt that the nation's call will be promptly answered by the enlistment of the necessary quantity and quality of young men.

Prizes for Photographs that Please Advertisers.

THE ADVERTISING department of LESLIE'S WEEKLY has frequent calls from advertisers for attractive photographs for use in artistic advertisements. For example, it has just supplied a design for the advertisement, in the pages of LESLIE'S WEEKLY, of a famous breakfast food, and others are sought for autos, popular beverages, hotels, steamship and railroad lines, etc.

To encourage photographers to turn their attention to such subjects, LESLIE'S WEEKLY makes this prize offer:

For the best photograph suitable for use as an advertisement (preferably for one of the advertisements now running in LESLIE'S WEEKLY, though other advertising subjects are not barred) we will give a prize of \$10; for the second, a prize of \$5; those photographs receiving honorable mention will be purchased. The composition of such photographs should be simple; the picture should tell its own story, or, at least, suggest it with very little help from the title which accompanies it. The photographer is expected, however, to attach to each print which he submits (any number may be entered for the competition) such a title, together with the name of the article, business, etc., which the picture is intended to advertise. No copyright photographs can be received.

The competition will be closed on May 15.

Address all contributions in this contest to The Editor, Advertising Photographic Contest, LESLIE'S WEEKLY, 225 Fourth Avenue, New York City.

The Size and Quality of Oranges.

IN AN article on the packing of California oranges, which appeared in a recent number of LESLIE'S WEEKLY, the mechanical process of sorting the fruit according to size was described, and the erroneous statement made that this sorting separated the oranges into the three grades—"standard," "choice," and "fancy." The fact is, according to the *California Fruit Grower*, that size does not determine the grade of an orange; a large one may be of inferior quality, and "fancy," "choice," and "standard" fruit may (each and every grade) be very large, very small, or of average size.

For Baby Rashes,

ITCHINGS AND CHAFINGS, CUTICURA SOAP AND OINTMENT ARE WORTH THEIR WEIGHT IN GOLD.

The suffering which Cuticura Soap and Ointment have alleviated among the young, and the comfort they have afforded worn-out and worried parents, have led to their adoption in countless homes as priceless curatives for the skin and scalp. Infantile and birth humors, milk-crust, scalled head, eczemas, rashes, itchings, chafings, and every form of itching, scaly, pimply skin and scalp humors, with loss of hair, are speedily, permanently, and economically cured when all other remedies suitable for children, and even the best physicians, fail.



MEXICO'S NEW RAILWAY LINE CONNECTING THE OCEANS.

CROWD AT TEHUANTEPEC AWAITING THE TRAIN BEARING PRESIDENT DIAZ AND OTHER PROMINENT MEN, ON THE DAY OF THE OPENING OF THE NEW TEHUANTEPEC RAILROAD RUNNING FROM THE ATLANTIC TO THE PACIFIC COAST.—Photograph from James Carson.

FINANCIAL AND INSURANCE.

COMPARATIVE VALUES
OF RAILROAD BONDS

Write for circular No. 51.

Spencer Trask & Co.

Members New York Stock Exchange.

William and Pine Sts., - New York.

Branch Office, Albany, N. Y.

A Unique Proposition

THAT WILL NET

33¹/₃%

We have a unique mining proposition which within a year will yield 33¹/₃% annual dividends on cost price. The property is already fully equipped, and is earning NOW 15% on its stock.

With an enlarged output, it will earn 40%. Dividends to begin July 1st, 1907. An expert from a house of world-wide reputation has made a report to the U. S. Government covering every point of value, describing the property by name and in detail.

For full inside information write to-day. It is certain that the remaining stock will all be taken in a very short time.

WYCHOFF AND COMPANY

Wall St.-Exchange Building, New York

If a man WANTS to save as strongly as he NEEDS to save, he will find a way to do it. The wise adopt the best way—through an endowment policy

PENN MUTUAL LIFE,

921-3-5 Chestnut St., Philada.

WORTH READING

A mining paper that gives you information.
A mining paper that prevents bad investments.
A mining paper that advises good investments.
A mining paper giving this advice is worth reading.
Sign and forward coupon below and it will be mailed you six months free.

American Securities,

32 Broadway, N. Y.

Mail American Securities six months free to

JASPER'S HINTS TO MONEY-MAKERS.

[NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fourth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answers by mail or telegraph. Preferred subscribers must remit directly to the office of Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fourth Avenue, New York. Mining inquiries should be addressed to "Roscoe," Editor Mining Department, LESLIE'S WEEKLY.]

IF MY readers will go back a year ago they will find my prediction on record that railway earnings were at their high tide and that this year would witness a change. The decline has come concurrently with the new year. Some of the principal railroad lines in recent reports, including the Canadian Pacific, Pennsylvania, Reading, Norfolk and Western, and others, have shown a decrease in net earnings, due in part, it is said, to the heavy snow-falls, but due also to the increased cost of labor and materials. This increased cost comes at a time when legislation in favor of a reduction of rates, and especially of passenger rates, is favorably received in nearly every section of the country. The two-cent-a-mile passenger rate bills in Iowa, in West Virginia and Missouri, against which the railways have been protesting bitterly, but in vain, mean, it is said, a two-cent maximum passenger rate on all the leading railroads from the Rocky Mountains to

the Atlantic seaboard. This reduction is equivalent to a 33 1-3 per cent. discount on the three-cent passenger rate, and must result in a large decrease in earnings, unless the railways succeed in reducing the number of trains and the cost of labor and materials.

It is safe to believe that the public appetite will grow upon what it feeds, and that the next demand will be for a reduction in the rates on freight. Perhaps this accounts for the general demand of the railways for higher freight rates. They foresee the next demand of the anti-corporation element, and they are preparing to make it clear to the public that any decrease in the rates will be confiscatory and beyond the ability of the railroads to stand. The socialistic element insists that, if the railroads cannot be run profitably, the fault is because of over-capitalization, and that the government should take steps to squeeze out the water or assume ownership. Is it remarkable that railroad securities are becoming unpopular, and that there is a complete reversal of the feeling of investors regarding the quality and the character of railroad stocks and bonds? The fact that the gilt-edged notes of the Vanderbilt system had to be negotiated on a six per cent. basis is startling, more so than the fact that first-class railroad bonds are no longer in demand and that stocks are selling on an income basis of from five to six per cent. Regarding these, the public may well be distrustful of their power to maintain the present high rate of dividends in the face of existing conditions. A reduction in dividends will be inevitable if earnings decrease, and those who buy securities feel that they lack the assurance that every conservative investor regards as a matter of primary importance.

We are living at a time when the dissatisfied elements are preaching from the text of St. Paul, when he admonished the Corinthian Christians, "Let no man seek his own, but every man another's wealth." On the basis of a perverted

interpretation of this text socialism stands. The subject of the obligations of wealth is by no means new. One of the most notable addresses on it was delivered on Washington's Birthday, nine years ago at Chicago, by ex-President Harrison, and one of the statements of that conservative, constructive, and eminent statesman, deserves to be put on record at this time. He said: "Wealth should neither be the object of our enmity nor the basis of our consideration. The indiscriminate denunciation of the rich is mischievous. It perverts the mind, poisons the heart, and furnishes an excuse for crime. No poor man was ever made richer or happier by it. It is quite as illogical to despise a man because he is rich as because he is poor. Not what a man has, but what he is, settles his class." It is unfortunate that some of the political leaders of this day are so intent in trying to emulate the demagogues of socialism that they cannot see the situation in the clear light with which it was regarded from afar by the prescient mind of General Harrison.

"R." Brooklyn: It looks so.

"S." Easton, Penn.: My preference for speculation, as between Texas Pacific and Erie common, would be the former.

"E. H. N." New Bedford: I do not regard it as a safe investment, and if you sought to dispose of the stock at any time, it might be very difficult to do so.

"G." Brooklyn: I would very gladly answer your inquiry, but I am entirely unfamiliar with the business to which you allude and could not, conscientiously, advise you.

"S." Syracuse: The par of U. S. L. and H. is not \$100, but only \$10. The capital is \$6,000,000. I doubt if the prediction you have heard regarding its future is justified, though it is believed that some day it will offer a good return to the buyer.

"Banker," Ohio: If there is any chance for this market at all, it will be observable in the spring months, for usually the tendency, if there is one, for an advance is shown in the early spring. The pool in the stock to which you refer still holds control, and will no doubt liquidate as nearly around par as possible. If you have a good profit it might be well to take it.

"Savings," Rochester, N. Y.: You can easily get 4 per cent. on your money by depositing it with the Cleveland Trust Company, which has a very excellent system of banking by mail, so that you can send your money to it without risk or trouble. The matter is all explained in a little booklet it sends out and if you will drop a line to the Cleveland Trust Company Savings Bank, Cleveland, O., and ask for its "free booklet R," you will receive it promptly.

Continued on page 211.

SIXTY-SECOND ANNUAL REPORT

NEW-YORK LIFE INSURANCE CO.

ALEXANDER E. ORR, President.

YEAR ENDING DECEMBER 31, 1906

INCOME.

1. New Premiums.....	\$7,640,828.89
2. Renewal Premiums.....	73,904,003.59
3. Consideration for Annuities.....	823,904.32
4. Rents from Real Estate.....	1,117,497.54
5. Interest on Mortgages.....	1,293,156.08
6. Interest on Policy Loans.....	2,904,406.80
7. Interest on Collateral Loans.....	368,713.32
8. Interest on Bonds.....	11,456,082.05
9. Interest on Bank Deposits.....	350,925.91
10. Other Income.....	1,042,660.21

\$100,902,178.71

6 Includes interest on Premium Notes.

10 Includes Trust Fund Receipts, Profit and Loss items, etc.

DISBURSEMENTS.

1. Death-claims.....	\$21,525,407.07
2. Endowments, Annuities and Trust Funds.....	6,904,979.73
3. Surrendered Policies.....	11,907,040.73
4. Dividends to Policy-holders.....	4,835,123.82
5. Commissions and "Nylc".....	6,332,979.88
6. Agency Expenses.....	3,802,922.70
7. Home Office Salaries.....	1,272,194.23
8. Insurance Taxes and Fees.....	959,971.02
9. All other Expenses.....	1,789,583.35
10. Added to Ledger Assets.....	41,571,976.18

\$100,902,178.71

5 "Nylc" payments are in the nature of Renewal Premiums.

6 Includes Medical Examiners' Fees and Inspection of Risks.

BALANCE SHEET, DECEMBER 31, 1906.

ASSETS.

1. Real Estate.....	\$12,750,897.40
2. Loans on Mortgages.....	35,579,554.41
3. Loans on Policies.....	57,753,819.87
4. Loans on Collateral.....	5,466,000.00
5. Bonds.....	340,691,956.90
6. Cash.....	9,626,030.00
7. Renewal Premiums.....	7,565,407.50
8. Interest and Rents due and accrued.....	5,134,007.22

\$474,567,672.94

1 Includes 12 Office Buildings.

3 Includes Premium Notes.

6 Includes \$7,538,763 at Interest.

8 Includes \$2,264,048 Coupons and Interest due January 1, 1907.

LIABILITIES.

1. Policy Reserve.....	\$404,642,287.00
2. Other Policy Liabilities.....	5,672,041.67
3. Premiums and Interest Prepaid.....	1,992,654.87
4. Commissions, Salaries, etc.....	197,355.51
5. Dividends Payable in 1907.....	6,037,465.29
6. Additional Reserve on Policies.....	7,099,439.00
7. Reserve for Deferred Dividends.....	34,208,312.00
8. Reserve for Other Purposes.....	14,718,117.60

\$474,567,672.94

1 As Computed by Insurance Department.

2 Includes Liability for Trust Fund Deposits.

3 Voluntarily set aside by Company.

8 Includes War Risk, Mortality Fluctuation, and other Contingency, Funds.

New Policies Issued in 1906—83,951—insuring.....	\$167,936,294.00
Policies in Force December 31, 1906—993,630—insuring.....	\$2,029,605,718.00
Annuities in Force December 31, 1906—10,362—representing in Annual Payments.....	\$2,047,607.63

The Investments of the year were chiefly in Bonds, Real Estate Mortgages, and Policy Loans. There was a material increase in the rate of Income earned on Real Estate owned. The Investment of the year in Real Estate Mortgages was the largest in many years.

All Real Estate Mortgages are First Liens based on our own appraisals. The Company's Mortality Rate was lower in 1906 than in 1905. In a list of Bonds whose par value is \$346,945,919.00.

Not a Dollar of Interest Was in Default at the Close of the Year. The Ratio of Expenses to Premium Income Was 5% Less Than in 1905.

Rupture

New Scientific Appliance, Always a Perfect Fit—Adjustable to Any Size Person—Easy, Comfortable, Never Slips, No Obnoxious Springs or Pads—Costs Less Than Many Common Trusses—Made for Men, Women or Children.

Sent on Trial

I have invented a rupture appliance that I can safely say, by 30 years' experience in the rupture business, is the only one that will absolutely hold



C. E. Brooks, the Inventor.

the rupture and never slip, and yet is light, cool, comfortable, conforms to every movement of the body without chafing or hurting, and costs less than many ordinary trusses. There are no springs or hard, lumpy pads, and yet it holds the rupture safely and firmly without pain or inconvenience. I have put the price so low that any person, rich or poor, can buy, and I absolutely guarantee it.

I make it to your order—send it to you—you wear it, and if it doesn't satisfy you send it back to me and I will refund your money.

That is the fairest proposition ever made by a rupture specialist. The banks or any responsible citizen in Marshall will tell you that is the way I do business—always absolutely on the square.

If you have tried most everything else, come to me. Where others fail is where I have my greatest success. Write me to-day and I will send you my book on Rupture and its Cure, showing my appliance and giving you prices and names of people who have tried it and been cured. It is instant relief when all others fail. Remember I use no salves, no harness, no lien. Just a straight business deal at a reasonable price.

C. E. Brooks, 4207 Brooks Bldg., Marshall, Mich



BECOME A CARTOONIST

An Illustrator, Designer, Mechanical, Architectural, Sheet-Metal Pattern Draftsman. You incur no obligation by writing now for full information about the "Acme Way" of teaching by mail. "At it 8 years." State which course you prefer.

You can qualify at home in spare time to earn \$25 a week. Men like McCutcheon, Briggs, Davenport, Outenit, Keimble and others earn \$5,000 and upwards a year. We shape the course to meet your individual needs; develop you to do the original work that enables artists to hold high salaried positions; guarantee proficiency to earnest students and secure positions when competent.

THE ACME School of Drawing, A 467 Acme Building, Kalamazoo, Mich. Resident instructions if preferred.

The Best Advertising Medium

Leslie's Weekly

By JAMES MONTGOMERY FLAGG.



Copyright, Judge Co., 1906.

THEIR HONEYMOON—UP IN THE CLOUDS

So completely severed from the earth that they drift naturally through the atmosphere of the song birds, straight to the silver lining of the cloud.

Photogravure, 15 x 20—One Dollar. Add extra postage for foreign orders.

Address

Picture Department, Judge Company
225 Fourth Avenue, New York

Trade supplied by Anderson Magazine Co., 32 Union Square, New York.

Jasper's Hints to Money-makers.

Continued from page 210.

"McC." Sioux Falls: Answer by letter.

"E." New Hamburg, Ont.: Nothing is known of either of the properties on Wall Street from what I can learn. I do not recommend their purchase.

"F." Griggsville, Ill.: The shares of neither company are traded in on Wall Street, and I can get no reliable information.

"A. E." Zanesville, O.: The holders must be patient. The decline has not been greater than in other stocks of this character. I still believe in its future, and that this is a good time to even up and to do so again if it goes lower.

"Young," Virginia: Santa Fe common in 1906 ranged from 85 1-2 to 110 1-2. Erie common from 32 to 45. Mo. Pac. 64 1-2 to 76. New York Central 126 to 166. Reading common 112 to 164. Southern Pacific common 61 to 97 1-2. Union Pacific 138 1-2 to 195 3-8.

"H." Toledo: It is difficult to secure answers to your questions, because they really refer to the management of a company which has very little to do with Wall Street affairs. It would be wiser for you to ask your questions, as far as you can, directly of the company. They are in honor bound to answer such fair interrogatories as you have put, and I have no doubt they will. If not, you can advise me.

"D." Marshalltown, Ia.: 1. Chicago and Alton preferred does not look dear when we recall that it sold last year as high as 80. Erie first preferred, paying the same rate of dividend, sells considerably higher. 2. Western Union is meeting increasing competition, and though it has been continuously a dividend-payer for many years, it lacks investment quality. 3. Mackay preferred pays 4 per cent. per annum. It is very highly capitalized and there has been some manipulation in the stock.

"O." St. Paul, Minn.: It has been repeatedly stated that the iron deposits of the Colorado Coal and Fuel Company were by no means as rich and extensive as had been generally expected. But information on this point, of course, is difficult to obtain. The fact that the Steel Trust at one time sought to secure control of Colorado Fuel, strengthened the belief that the property was valuable. I believe that the stock is cheaper than Steel Trust common selling around the same price.

"X. Y. Z." Newark: 1. I am told that a number of speculators in Havana Tobacco have recently been evening up in the belief that the liquidation occasioned by the heavy failure of Cuban parties is about over. 2. For nearly a year, rumors of a strong advance in Steel common have been diligently circulated in Wall Street, and some of the largest brokerage houses are still advising its purchase in expectation of increased dividends. I would not sacrifice it, therefore, at present.

"F." Englewood, N. J.: 1. The report of the New York Transportation Company, as to its successful business up to the time of the strike and the recent loss by fire, confirms what has been generally known and given out by inside interests. What the company needs as much as anything is some conveyance that will enable it to utilize its immensely valuable franchises for transportation over the best streets in New York City. 2. I have not the record of the prices, as the stock has not been active and is not listed.

"P." Englewood, N. J.: The N. Y. Transportation Co. has long been experimenting with an economical power-omnibus coach suitable for street traffic in a great city like New York. If an economical and efficient street device can be perfected it would help to solve the problem. It is improbable that genius will not overcome the obstacles that have stood in the way so long. For that reason, New York Transportation, around 4, seems to offer an excellent speculative opportunity for one who is patient. The annual meeting was held not long ago.

"F. F." Brooklyn: 1. In the long run it might pay you better to hold all your Wabash securities. If the present wave of anti-railroad agitation should pass over without involving an era of bankruptcies and reorganization, and if our prosperous conditions should not be endangered, eventually the Wabash securities would advance with the rest of the market. Of course, if you are looking for the investment feature only, the course you suggest would be wiser. 2. I am unable to obtain sufficient information to advise conservatively. If your authority is good I would take advantage of it.

"B." Washington: 1. The decline in prices is due largely to the stringency in money at a time when speculation was rampant and prices high. Many heavy holders of stocks on margins were unable to meet the interest charges at excessive rates, and were therefore compelled to sell, and the liquidation carried the market down. If, in spite of increased cost of labor and materials and restrictive legislation, railway earnings should show an increase, it would be marvelous, but on an increase prices should rise. 2. A 10 per cent. increase in railway charges would no doubt enable them to maintain net earnings at the present high standing. 3. I can get no information regarding it.

"E. A. T." Philadelphia: 1. I see nothing particularly attractive about Southern Railway common, in view of the confession of its president that it is in pressing need of large amounts of money for improvements. It can hardly divert its surplus funds to payment of dividends on the common under existing conditions, and many believe that it should reduce the dividends on the preferred. 2. Ontario and Western, paying 2 per cent. per annum, looks cheaper than Erie common, selling at not far from the same price and paying nothing. 3. I do not believe that we can have much of an advance in this market until the scarcity of money is relieved.

"G. W." Milwaukee: 1. It is impossible to say when dividends on St. Louis Southwestern will be paid, though the preferred stock is no doubt earning them. The need of all the railways for additional funds is so great that it is wiser to use them for the necessities of the situation than for dividends. 2. The new American Malt corporation has been organized and has taken over the securities of the old company, with the exception of a small percentage that has not been turned in. 3. I have frequently said that the course of Havana Tobacco is precisely like that of the other tobacco companies which were finally taken in by the trust, and that the holders must therefore be patient. The preferred looks cheap.

"J." Danville, Ill.: It is pretty safe any time to fight shy of oil companies like the Uncle Sam with enormous capitalizations that issue flaming prospectuses inviting the public to put up their good money to fight the Standard Oil Co. If a man wants to put his money into a proposition he should put it in because he believes he will get it back, not because some one tells him he is helping to destroy a trust. Leave that to the statesman and the politician. I know of nothing more unfair than to lead up a property with bonds after the public has been asked to buy the stock. The bonds, of course, take precedence over the stock. I agree with you that it looks as if an effort was making to compel the stockholders to take the bonds. If I were in such a property, I should feel like getting out.

"E." Charlotetown, P. E. Island: 1. Conditions are constantly changing, so that what might seem to be the best stock for a purchase to-day might appear in a different light to-morrow. Erie 1st preferred, and Ont. and Western both paying dividends, and selling at fairly moderate figures, look attractive for a long pull. Atchison common is attractive only because of the possibility of an increased dividend. Soo common has had a decided rise and has been well sustained by a pool which has been somewhat troubled by the tight money market. Of course an increase in the dividend would help the stock, and, incidentally, strengthen the pool. B. R. T. has an enormous bonded debt ahead of the stock, and the attitude of the public toward it is far from friendly. 2. Many believe that the adjournment of Congress will relieve the market from its incubus, and give those who have been laboring for an advance an opportunity to

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start it, but I see no opportunity for a prolonged built movement at present.

"G." Highland, N. Y.: 1. The action of Missouri Pacific for some time past has not been very encouraging to those who had been led to believe that this great property was once more well established as a dividend payer. The hostility shown throughout the West toward the railways has affected the latter and led many holders of their securities to dispose of them. I would not be in a hurry to buy additional stock. 2. New York Central, beyond question, is a great property, holding virtually a monopoly of the traffic along one of the best trunk-line routes in the State of New York. It is expending enormous amounts of money to put its track and equipment in condition to handle its rapidly-growing business, and is finding it difficult to finance its securities at a reasonable rate of interest in this tight money market. On declines it offers opportunities for purchase. 3. The only thing attractive about Hide and Leather common is the low price at which it is selling. In an active upward market these low-priced stocks sometimes have an opportunity for an upward drift.

"T." New York: 1. American Grass Twine looks like one of the cheapest of the industrial stocks, but has no better outlook than American Can common and Union Bag and Paper common. Many believe that Chicago Union Traction, around 5, in spite of the fact that it may be assessed, will some day, with the control of street-car franchises in Chicago properly established, bring good returns. 2. While American Pneumatic common looks cheap, it is comparatively a new business, and the possibility of an issue of bonds or additional stock must always be borne in mind. 3. Your reasoning in reference to Havana Tobacco common seems to me to be sensible, and it looks like one of the best of the stocks on your list. 4. New York Transportation has been earning from 1 to 2 per cent. on the stock, and, as you say, having no bonded indebtedness and great possibilities for its transportation and auto business, offers a good opportunity for speculation. 5. The history of the salt stocks has not impressed me favorably. The competition is constantly increasing. 6. I do not answer inquiries about unlisted mining stocks.

"P." Rock, W. Va.: 1. The date at the conclusion of my article indicates the time when the writing is closed. It is usually at least a week ahead of the date of issue because, with the large edition of LESLIE'S WEEKLY, it takes over a week to print it and get it out, as the press-work is of a fine grade and will not permit too rapid execution. 2. I think well of Erie 1st preferred and Frisco 1st preferred. The recent talk of the possibility of reducing the earnings on Southern preferred and Mo. Pac. favor not official, but it depressed the stock. M. K. and T. preferred looks attractive, but the cheap, common, non-dividend-paying stocks, like Rock Island or Wabash, in a liquidating market like this, are liable to show weakness rather than strength. 3. I doubt if the travel to the Jamestown exposition will be very heavy, but what there is of it will of course to some extent advantage the railroads leading in that direction. 4. It is evident that unless the railroads can increase their freight rates to offset the

very general reduction in passenger rates now being effected by State legislation, and to offset the additional cost of labor and material, it will be quite impossible to maintain dividends at present rates. A decline in dividends would operate seriously in a stock market where distrust is already too prevalent. 5. It is difficult to recommend any particular stock at such a time. Southern Pacific common and Amalgamated are favorably regarded, but I would not be in haste to get into the market. 6. I am unable to get a report on which to base a judgment. 7. You can remit the extra payment and become entitled to the privileges of my department.

NEW YORK, February 21st, 1907.

JASPER.

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Making Money in Mining.

I HAVE had a number of inquiries in reference to Lawson's tips to the public to buy his Trinity Copper with the expectation that it is worth \$75, and may sell at twice that figure. It is less than a year and a half ago, I believe, that Lawson was posing as the friend of the dear, deluded public, and as such was beseeching everybody to get rid of his Amalgamated Copper, which was then selling about 20 points under par. Ever since Lawson gave that advice Amalgamated Copper has been on the rise until at one time it has touched \$120, and now, at its high figures, Lawson is advising the public to buy it. But what about the unfortunates who followed his advice and sold Amalgamated at a loss? Lawson was positive at that time that something direful was about to happen to the copper market. He says now that he expected that a substitute for copper would be discovered, but was it right for him to advise the public to sell Amalgamated without having a good and sufficient reason founded on fact for doing so?

If Lawson gave the worst kind of bad advice eighteen months ago when he started out to smash Amalgamated, what proof have we that he is not as far from safety now when he advises the purchase of Trinity? Let any of my readers glance over the astonishing statements made about Trinity in the report printed in Stevens's Copper Handbook. If they do this they will know more about Trinity and Lawson than he has thus far printed in his flaming advertisements. I have said, and I repeat it, that in speculative ventures one should "hitch his chariot to a star" and not to a comet. If a man deceives you once, that is his fault; if you permit him to deceive you a second time, that must be regarded as your fault.

"MacK., Brewer, Me.: I do not recommend the Oil Company.

"Country": I do not advise the purchase of the Hull Copper stock. It is too highly capitalized.

"B., Alba, Mich.: I doubt if the property has more than prospective value. No reliable report is at hand, and no transactions in it appear to be recorded.

"F. T., Stockdale: I do not recommend the Hillsboro Consolidated. The capital stock for \$2,000,000 looks altogether too high, even for a ten-cent stock.

"B., Ingersoll, Ont.: I do not believe that the properties to which you refer have permanent or great value. The promoters are not regarded with the highest favor.

"B., New York: I regard both as speculative propositions, the future of which must depend upon the work of development now being carried on. They do not offer bargains.

"X. X. X., Mass.: The recommendation of the property is made by a public official whose reputation ought to be worth something to him. The broker stands well, and I have had no complaint from any of his clients.

"K., St. Louis: I do not advise the purchase of either of the properties to which you refer. It would be well to examine into them carefully before you reach a decision and to be absolutely sure of the character of the management.

"Rex., Buffalo: The Goldfield Ledge Company, promoted by W. C. Kendrick, of Denver, is said to own valuable properties. You might send to the main office, Exchange Building, Denver, Col., for a report by Professor Benjamin Sadler.

"Cunningham": The McKinley-Darragh reports a constantly improving condition of its affairs, and the activity in the stock on the curb, with the strength it is displaying, is regarded with much favor by those who are watching the low-priced mining stocks.

"J., Chicago: The Charter-Raton Mining and Tunnel Company is still selling stock at less than par—80 cents, I think. The broker should not charge you such a price. Write direct to the company's

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office, Suite No. 1045, No. 42 Broadway, New York City. The company appears to be doing well.

"M. K., Detroit: The Hubbard-Elliott has over a hundred claims, covering more than 2,000 acres in the Copper River district of Alaska. Improvements are being made on the property, and it promises well, though it is a good way off. The capital is \$1,500,000, and the par value of the shares \$1. The price you name looks high.

"M., Somerville, N. J.: I wish you would give me the name of the mining engineer and details of the statement he makes. I am anxious to have only the truth, and I supposed that that had been given by the engineers who had reported. If they are in error, the public should be informed. I advise you to address your inquiry directly to the company, and let me know if a satisfactory answer is not given.

"H., Coggon, Ia.: 1. The property simply comprises a number of claims in a region almost inaccessible. It is very highly capitalized, and its stock is far from attractive. 2. Even the prospectus of the company does not indicate that it is much more than a prospect. In other words, you are asked to put in your money to see if the claims will develop into profitable mines. You are taking considerable risk in doing so.

"L. P., Brooklyn: Professor John Church reported that the Newbury alone contained ore enough to warrant a 70-mile railroad construction, connecting this and other Gila River mines with the smelter of the Consolidated Arizona Company at Humboldt. It was upon Professor Church's report, I am told, that the bonds for the construction of the railroad were underwritten. This report would indicate that the Newbury was a valuable property. Until recently the Newbury was a close corporation.

"M., West Point: 1. I have no doubt that the statement of the Los Angeles Times regarding the advertising boom of the Mansfield on a very slender showing has justification. It probably has expectations, but it is difficult to obtain a reliable report regarding it, and no reference is made to it in the Copper Handbook. 2. The Sierra Con. reports that its new mill is being rapidly pushed to completion, and the development of the property is continuing rapidly in expectation of the opening of the mill for an extensive run. It takes time to develop a mine on a large scale.

"L., Alameda, Cal.: 1. The par of Granby has recently been fixed at \$100, hence the apparent advance. 2. Calumet and Hecla has a capital of \$2,500,000, par \$25. It paid \$5,000,000 in dividends in 1905, and one year paid \$10,000,000. The rise is no doubt due to the extraordinary profits which have followed the advance in copper. 3. If the statements regarding Amalgamated, as given out by those familiar with the property, are correct, it ought to sell considerably higher. I called attention to its merits when it was about half the present price. That was the time to have bought.

"B., Brooklyn: 1. I do not recommend the Lincoln. 2. The best bond offer, with a bonus of stock, now made in the market, is offered by the Mogollon. For \$100 you get a 6 per cent. bond for that amount and 50 shares of the stock, of the par value of \$1 each. There is no question that this is a great mine, and it is believed that it will shortly be on a dividend-paying basis again as it was once before. The offer of bonds is limited, and none of the stock is for sale except with the bond offer, and only by the president of the company, Mr. T. J. Curran, who can be addressed at Cooney, N. M.

"T., Tacoma: I can only say that the uniformly favorable reports regarding the Victoria Chief which have come from the eminent mining engineer Colonel William A. Farish, and from all the visiting shareholders, have led to great confidence in the future of the property. Colonel Hopper's offer to his shareholders to repurchase their shares for cash, with 6 per cent. interest at any time within 6 months of the date of purchase, gives every stockholder a chance to investigate the property for half a year before making up his mind as to its merits. The last report of the visiting shareholders will be sent you if you will address Colonel Hopper, president Victoria Chief Copper Mining Company, 100 Broadway, New York.

NEW YORK, February 21st, 1907. ROSCOE.

Business Chances Abroad.

FOLLOWING the earthquake and fire in Valparaiso, there will be for the next few years a large demand for builders' hardware, cement, lumber, structural iron and steel. Secretary Root's visit had a good effect in preparing the way for cordial trade relations with the United States, and Consul Alfred A. Winslow believes that the present is an exceptionally good time for American manufacturers, especially of structural steel and corrugated iron, to secure their share of the trade, which is now chiefly divided between Great Britain and Germany.

THE PACIFIC coast of Mexico, near Manzanillo, has many resources which have not been developed; according to Philip Carroll, United States consul at that place. The wood of the mangrove tree, which grows in great abundance in the coast swamps, furnishes a large percentage of tannin, and several fibre plants flourish there, notably the wild pineapple, or guamero, which is said to furnish a fibre not unlike that of pongee silk; the escobillo, supposed to be the wild ramie plant, and the coquito palm, which is the source of a fibre suitable for the manufacture of bags, matting, and rope.

ONE OF the United States consuls in Germany comments upon the fact that he has found but one barber-shop in the country which used American chairs. In all the others the patron who is being shaved must sit in an ordinary chair, with a prop for the head, much less comfortable than the seat in which he stretches himself while he is under the ministrations of an American tonsorial artist. It is suggested that manufacturers of the American type of barber's chair might interest German hotel proprietors in the merits of their goods if they should send descriptive catalogues to the hotels mentioned in the travel guide-books.



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THE arguments for and against deferred-dividend policies are summarized by the Illinois superintendent of insurance in his annual report. His view is that such retained dividends protect surpluses from depletion by extravagant outlays to secure new business, furnishing in this way a temptation to the management to the misuse of the vast funds accumulated in their hands, while through lapse or death of the policy-holder the savings on his premium payments are forfeited. In favor of the general practice of deferring dividends he cites the arguments that a distribution of surplus at the end of a term of years results in a fairer division of profits than if it were made annually; and that it tends to decrease lapses and adds to the stability of a company by increasing its surplus. Admitting that the evils flowing from this form of contract are of such a character as to demand a remedy, Mr. Vredenburg sees it in a requirement that a provisional annual apportionment be made, the policyholder be notified of his share in it, and that such apportionment surplus be carried and shown as a contingent liability in the company's annual statement. The management might be held strictly to account for any use of such a surplus, and the prospective investor in life insurance would be free to choose the form of policy he desired—an arrangement which would seem to be just both to the companies and the policy-holders.

"W." Glasboro, N. J.: I have frequently expressed myself very plainly as opposed to all association and assessment assurance of every kind. You had better pay a little higher premium and not run the risk of heavier assessments at a time in life when you can ill afford to pay them.

"B." Chicago: Neither of the companies you mention is among the best, but as you have paid for your insurance for such a length of time, it might be wise to continue. The consolidated company ought to have considerable strength. I have heard no reports of an unfavorable nature.

"Met." Rutland, Vt.: 1. The statement by President Hegeman, of the Metropolitan Life, in reference to its holdings of Randolph-Macon Coal Co. bonds, seems to me to have set the company entirely right in the matter. I advise you to write to the company and get a copy of it if you are not satisfied with the brief statement I make to the effect that Mr. Hegeman shows that he was not a director of the coal company at the time the million dollars of the company's bonds were purchased, and has never been individually interested in the company's property to the extent of a dollar. He was elected a director in the coal company simply to represent the interests of the Metropolitan as a large bondholder. The coal company has had to confront unusual and unexpected conditions, and while it has passed its interest payment, the Metropolitan in the end, it is understood, will suffer no loss. 2. There is little difference in their standing. The Equitable is a stock company, but is run on the mutual basis.

"H." Buffalo: The experience of your father with the Maccabees is precisely like that which

nearly every member of a fraternal assessment order has had as he has approached the later years of his life. All these assessment associations secure their membership by just such promises as the local agent of the Maccabees made to your father when he took the insurance; namely, that the rate is very much lower than that offered by old-line companies, and that the assessments will not be increased. Just as soon as, with the increasing age of the members, the death rate grows heavier, the losses grow so rapidly that either the assessments must be increased or bankruptcy be faced. In an old-line company the premium is fixed at the outset on a basis high enough to meet all emergencies of an increasing death rate, and though one pays more than in an assessment concern, he gets more in the end, for his excess payments accrue to the benefit of his policy. At his time of life, your father would find new insurance expensive, and it might be well, if he is not in the best of health, to continue the payments as a temporary matter. If he is insurable elsewhere, however, in a good company, I had rather take the amount that the present insurance costs him and apply it to a smaller policy. I have often warned my readers against just such conditions as you have reported, and it is too bad that they continue to exist.

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Powell—"So was I. What I ate cost me as much as the tip to the waiter."

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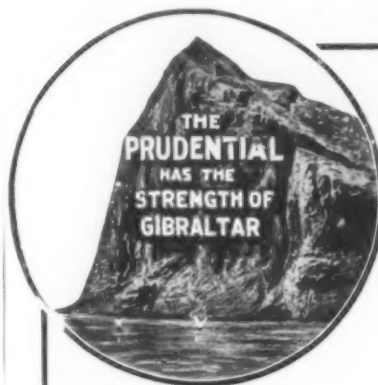
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